Charles Pasley.
Royal Engineers.

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THE

# Naval Chronicle,

## FOR 1815:

CONTAINING A

*GENERAL AND BIOGRAPHICAL HISTORY*

OF

## THE ROYAL NAVY

OF THE

## United Kingdom;

WITH A VARIETY OF ORIGINAL PAPERS ON NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL

*LITERARY AND PROFESSIONAL MEN.*

## VOL. XXXIII.

*(FROM JANUARY TO JUNE.)*

" O'er the glad waters of the dark blue sea,
Our thoughts as boundless, and our souls as free,
Far as the breeze can bear, the billows foam,
Survey our Empire, and behold our home!
These are our realms, no limits to their sway."——(BYRON.)

*LONDON:*

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TO

SIR JOHN COLPOYS, K.G.C.

ADMIRAL OF THE RED SQUADRON,

THIS THIRTY-THIRD VOLUME OF THE

Naval Chronicle

IS RESPECTFULLY DEDICATED,

*BY THE PROPRIETOR,*

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*From Original Designs.*


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# PREFACE

## TO THE THIRTY-THIRD VOLUME.

THE number itself of the present Volume of the NAVAL CHRONICLE, carries with it an ample recommendation to its readers. But our confidence in its favourable reception is founded in the consciousness, that our endeavours have been earnestly directed to the end of rendering it worthy of the very respectable patronage by which it continues to be honoured, and to induce an extension of it, by adhering, as far as they can be consistently maintained, to the leading principles under which it commenced its publication—"To do good; and to give pain to no one; to render justice unto those who deserve praise, and have experienced neglect; to cheer the uniformity of which the mariner complains, and to render him sensible of the sources from whence much amusement and instruction may be derived; and also to enable the public to form a more correct and enlarged idea of that profession, by whose exertions Great Britain stands pre-eminent in the scale of political importance." Such are the principles of the NAVAL CHRONICLE, whose pages are always open in the practical application of them, for the publicity of naval grievances, whether of general or individual relation, respectfully stated (and surely in no other form of statement can redress be considered as its object); Biography, as commemorating distinguished acts of naval service; suggestions tending to naval improvements; articles of Hydrographical, Geographical, or Philosophical information; interesting Narratives of Shipwreck, or other relations of naval danger or enterprise, tending to display the relative resources of security or extrication; observations on Commerce, as to its varieties of place, and views of profit, &c. &c.

Of this valuable assemblage of various information, we are now to notice that portion contained in the present Volume, and

respectfully to acknowledge our grateful obligations to those gentlemen by whom it has been so kindly communicated.

Whatever be the merits of the Biographical part of the Volume, we cannot go far into them without either subjecting ourselves to the imputation of (if we may be excused another fracture of poor Priscian's head) *Egotism*, and of the most revolting kind—or of a certain degree of reputational suicide—therefore of ourselves we would rather hear than speak.

The Correspondence of this Volume will be found unexceptionably good; differing, indeed, in degrees of interest, but rather as resulting from the subject-matter than the talents of the writers. To Arion we are greatly indebted: his excellent letters II. and III. to Lord Melville, on the justice and necessity of affording to the declining age of naval officers a more efficient support, will be found at pages 28 and 115. His remarks on the conclusion of the war with America, as also those on the resumption of the government of France by Buonaparte, at pages 127 and 296, are just and interesting. At page 380, is his fourth letter to Lord Melville, on the hardship of continuing the deduction of property-tax from the half-pay of naval officers.

The contributions of Albion, Nestor, and Alfred, on the regulation of the navy, at pages 43, 221, 222, and 223, evince a truly laudable zeal for its improvement, by showing the absolute necessity of it, and pointing out the way. Albion's consideration of the failure at New Orleans, page 295, may be compared with the account of that unfortunate expedition, at page 385, a very interesting article, and which seems to account for it circumstantially, and in a manner which calls imperiously for inquiry respecting the truth of the statement. Nestor's observations, page 301, on the re-entry of Buonaparte into France, and his consequent naval remarks, must obtain the assent of every rational and unprejudiced reader. Sisyphus, on the loss sustained by captured naval officers, in the exchange of pay, &c. page 43, as true in his statement, and in his reasoning conclusive, was

entitled to the consideration of those to whose province it belonged to redress the grievance, and we flatter ourselves that he did not write in vain. The like grievance attending the pay of seamen on foreign stations, is ably stated by Philo-Nauticus, page 133. Mentor, on the loss incurred by naval officers in the case of Shipwreck, page 228, is equally entitled to notice, and we hope to see these causes of complaint likewise removed. The observations of A Constant Reader, on the renewal of the East India Company's Charter, at page 290, will be read with interest as the remarks of an apparently well-informed writer. A course of very conclusive argument on the admission of India-built ships to British registry, will be found at page 382. To A Reader of the N. C. at page 474, for his remarks on the Memoir of Lieutenant Peshall. To J. C. for his truly patriotic letter, page 479. To Nestor, for his letter, page 470, on the expedition to New Orleans. To An Observer, for his observations on the piratical depredations of the Algerines, at page 472. To Orion, for his letter, page 472; and to all our worthy Correspondents, our thanks, though generally expressed, we wish to be received as addressed individually, with a due sense of the favours conferred.

In the Nautical Selections, we have been directed in our choice by a desire to unite the *utile cum dulce*; and considering it as a department of the work peculiarly adapted to the reception of miscellaneous information, and amusing anecdote, we invite our kind Correspondents to the communication of such articles of suitable pith and brevity, as it may be in their power to collect or recollect. For this purpose, all hours are favourable, whether of business or leisure, of retirement or sociality; the various characters and pursuits of men, to the eye and mind of a diligent observer, may prove an ample source both of information and amusement, if the occurrence of word or action, of wit or invention, be accurately noticed and timely registered—we are at the same time not to be understood as encouraging the notice of crude

remarks, or common-place wit, or barren relations of ordinary occurrences; but seamen are naturally narrative—the variety of scenes through which their profession leads them, and the felicity of expression which many of them possess, may easily account for it; and as such men are always heard with pleasure, with pleasure they would undoubtedly as often be read.

We could have wished that our Letters on Service had worn a prouder aspect—yet still in that which they present may be seen features of real dignity, and eminently significant of the British character. It is not in the nature of human affairs to be always prosperous—success on one side generally implies adversity on another—and in the hands of Impartial Justice the scales must vacillate.

In the Hydrographical department of the Volume, will be found various subjects of peculiar information and considerable interest; and to our respected friend the Hydrographer, our thanks are justly due for the regularity of his obliging communications.

Of the work, generally, may we presume to say, that considering its impartiality, there never was a public literary vehicle within the sphere of its profession, so deservedly entitled to the general countenance and support of the navy. Being alike promulgatory of the *pro* and *con* of all naval questions of whatever kind, its capability of service is of infinite extent; while its means of access are accommodated to every species of convenience; and our endeavours to increase its general interest and value in every thing which regards the improvement and prosperity of the British Navy, will, we doubt not, obtain for the NAVAL CHRONICLE that general and liberal patronage in it to which, by its exclusive dedication, it is so justly entitled.

Blood fc

*Sir Philip Bowes Vere Broke Bar.t K.C.B.*

*Captain R.N.*

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BIOGRAPHICAL MEMOIR

OF

# SIR PHILIP BOWES VERE BROKE, Bart,

CAPTAIN IN THE ROYAL NAVY.

——— Or do the gods inspire
This warmth, or make we gods of our desire?
A gen'rous ardour boils within my breast,
Eager of action, enemy to rest:
This urges me to fight, and fires my mind,
To leave a memorable name behind."

Dryden's Virgil. *Æneid.* lib. ix.

ALTHOUGH ancestry alone, in the eye of the philosopher, can never dignify the man; as the concomitant of noble actions it does certainly add to the lustre they confer on the character of the individual that achieves them. Indeed, the contemplation of a long line of ancestry, rendered originally conspicuous, as it must have been, by qualities superlatively eminent in the parent stock, might be alone sufficient to induce in the various members of its dignified descent, an emulation worthy of the honours thus inherited. We shall, therefore, in our memoir of this gentleman, briefly state the antiquity of his family, as noticed in Sir Peter Leycester's *History of Cheshire*:—

"This ancient family is descended from the Brookes of Leighton, in Nantwich hundred, in Cheshire, of which family I find one Adam, Dominus de Leighton, sub Henrico tertio, whose son was stiled William de la Brooke, of Leighton, (probably the William noticed by Camden, as master of Leighton, in 1249, being the 33d year of King Henry III.) and his son, Richard, stiled Ricardus de Doito, in an old deed in the 5th year of King Edward I. that is, *Of the Brook*, for *Doet*, in French, is a Brook in England; and under the said manor-house, in Leighton, a brook runneth, from whence their posterity assumed the surname of Del Brook. Thomas Brook, of Leighton, gentleman, the last of that family, in the direct line, died about 1652, very aged, having issue four daughters: but he sold away the reversion of his lands to the Lady Mary Cholmondely, 6 Jacobi, 1608; which, afterwards, came to Francis Cholmondely, third son of Thomas Cholmondely, of Vale Royal, Esq. who now enjoyeth the same, 1666."

From the above-mentioned Willielmus de Doyto del Brooke, descended Sir Richard Brooke, of London, Knight, Chief Baron of the Exchequer in the reign of King Henry VIII. the lineal

ancestor of Sir Philip—and it appears that about this time the family were seated at Nacton, in Suffolk.

Sir Philip, the distinguished subject of this memoir, is the eldest son of the late Philip Bowes Broke, of Nacton, in the county of Suffolk, Esq. and of Elizabeth, daughter of the Rev. Charles Beaumont, of Witnesham, in the same county, M.A. He was born at Nacton, on the 9th of September, 1776.

The bent of genius, or that marked propensity to a particular pursuit, so often evinced in the early years of eminent men, is not easily diverted by contingent obstacles—we do not find, however, that to that of Sir Philip any such were presented. His attachment in his boyhood to the river's side—the banks of the Orwell—the delight he felt in contemplating there the fishing-boats and other vessels—his dexterity in cutting them in paper, and forming them in wood, were the first indications of his naval inclination—and in which he was not discouraged; but being one day found upon a plank, pushing off to reach some boats at a distance, he was reprimanded, and told of his danger; to which, in the high spirit of boyish confidence, he replied, "depend upon it I could have managed it." Such was the germ of that ardent spirit that was at a future period to maintain the honour of his country on hostile shores.

But though thus destined to be terrible to his country's foes, as an instance of his sensibility of heart to the distresses of humanity, he, one day, when returning from school with his servant, and with a solitary shilling in his pocket, was accosted by a sailor, who, at the conclusion of a tale of woe, solicited his charity; the shilling was immediately brought forth to his relief: the servant told him he should not be so lavish of his money, without a better knowledge of the object he bestowed it on. "Is he not an English sailor in distress?" he replied, "I only wish I had more, he should have it:" he was then between seven and eight years of age.

At Cheam school, under the care of Dr. Gilpin, his education commenced; but, at twelve years of age, his father not being satisfied with his progress in the classics, deliberated on his removal to another seminary. Philip desired rather to be sent to sea; but on Mr. Broke observing to him, that a liberal education was as essentially necessary in the naval profession as in any other, he

promised to devote himself assiduously to his studies, if he might be allowed to commence his future career in the royal navy; this was assented to, and his scholastic progress was accordingly satisfactory.

At the Royal Academy, Portsmouth, he prosecuted his nautical studies till the age of fifteen; and knowing his time to be limited, so desirous was he of making the most of it, that he trespassed clandestinely on the hours designed for rest.

On the 25th of June, he commenced his naval career as midshipman on board the Bull-Dog, commanded by Captain (now Rear-admiral) George Hope, appointed to the Mediterranean station. In this ship, Mr. Broke continued till August, 1793, when, with Captain Hope, and part of the crew, he was removed into L'Eclair, a French prize corvette, in which vessel he remained under Captain Hope, and subsequently under Captain George Towry, until the 25th of May, 1794, when he removed into the Romulus frigate, and joined his old commander.

In L'Eclair, the services in which he took part were more active than brilliant; and most so at the blockade and siege of Bastia, under Lord Hood.*

In the Romulus, he was chiefly employed in cruising off Gourjean bay and Toulon, under Admirals Lord Hotham, and Goodall, and in Lord Hotham's action with the French fleet off Toulon, on the 14th March, 1795,† when the Romulus served as

* For a portrait of Lord Hood, see N. C. Vol. XI. p. 400. For memoir, *vide* Vol. II. p. 1.

† It was in this action, that la Ca Ira, of 80 guns, and le Censeur, of 74, were taken. The French fleet consisted of one ship of 120 guns, three of 80, eleven of 74, two of 40, two of 32, one of 20, and one of 18. The English had one of 110 guns, three of 98, eight of 74, two of 64, two of 36, three of 32, and one of 26. The French had 1356 guns, the English 1318. The number of men on board the English line was 8,896; that of the whole of the French fleet, 18,240. The loss sustained by the English amounted to 75 killed, and 280 wounded. In the English squadron were two Neapolitan frigates; the Minerva, and the Tancredi. To the commander of the former (Captain Joseph Almago), the French republican General, La Harpe, shortly afterwards addressed a letter, of which the following is a translation. It must be considered as a curious specimen of epistolary literature.

" *On board the Sans Culotte, at Genoa, the first of Germinal, in the Third year of the Republic.*

" LIBERTY !—Perish the Tyrants and their Slaves.—EQUALITY !

" I have received, Sir, a copy of the letter which you have written to the Neapolitan Consul, at Leghorn, dated March 18th, and recognised in it the

repeating frigate to the rear squadron under Admiral Sir Hyde Parker.*

After the action, the Romulus proceeded with the fleet to Minorca; and on the 8th of June, Mr. Broke was removed to the Britannia, flag-ship of Lord Hotham, commander-in-chief, and consequently in the action with the French fleet off Frejus, on the 14th July.

Mr. Broke was shortly after appointed third lieutenant of the Southampton frigate, Captain William Shield. In this ship we find him employed in the squadron under Commodore Nelson, harassing the enemy's coasting trade, under the western shores of the Gulf of Genoa, and in co-operation with the German army encamped at Savona.

The Southampton, in the month of September, 1795, returned to Leghorn, when Captain Shield resigned the command of her to Captain James Macnamara,† who proceeded with her off Genoa, to blockade the French frigate la Vestale, which, with the corvette la Brune, of 28 guns, two brigs of war, of 16 guns each, and several gun-boats, was there watching for an opportunity to convoy, to Toulon, a fleet of vessels laden with corn. Nor was her vigilance unsuccessful; for, observing the Southampton alone, the French squadron, under cover of the night, sailed with their convoy. They were, however, not unobserved by the Southampton, who attacked La Vestale, and was strenuously opposed,

---

bravado and dastardliness of your nation. Bravado, because it contains false statements, speaking of a battle gained by the slaves of Albion and Naples, while they required five of their ships to combat two of ours, and while out of their five, four have been as badly treated as our two. Dastardly, because I have known it ever since the siege of Toulon, and your troops are so despicable to my sight, that were I to fall in at the head of a Republican detachment, with a *corps* of your countrymen, I would regret wasting powder and ball to kill them, and order them to be knocked on the head with the butt end of the musket. A freeman who abhors slavery, tells the slaves what he thinks, and what he would do. In consequence, I declare to you, that if I ever fall in with you, I will compel you to own, that what I think of your nation is real truth, and that none but a coxcomb can send in such an account as your's.

"The Republican General,

(Signed) "LA HARPE."

* For a portrait and memoir of this officer, see N. C. Vol. XX. p. 337.

† This was the officer, who, in April, 1803, had the misfortune to kill Colonel Montgomery in a duel. *Vide* N. C. Vol. IX. p. 317.

while the other vessels of the squadron bore away with the convoy, and was shortly after followed by La Vestale, who, by her superior sailing, effected her escape. During the chase, La Vestale's colours came down, but were re-hoisted—she had eight men killed, and nine wounded ; the Southampton had not a man hurt : with her rigging much cut, and the subsequent loss of her mizen-mast, she chased and continued the chase till the enemy had nearly got into Villa Franca.

The Southampton having refitted at Ajaccio, went up the Adriatic for the protection of the trade, and on her return joined the fleet under Admiral Sir John Jervis (afterwards Earl St. Vincent*), and was employed in cruising off Toulon and Marseilles for the annoyance of the enemy's coasting trade.

In the evening of the 9th of June, 1796, a French cruiser was observed working up to Hieres bay. The commander of the Southampton was called on board the Victory, the ship was pointed out to him by the admiral, and he was directed to make a dash at her through the Grand Pass. The enterprise was most daring and difficult: the Southampton immediately got under weigh, and her commander, with verbal orders, only, pushed through the Grand Pass, and hoping to be mistaken for a neutral, or French frigate, hauled up under the batteries on the N. E. end of Porquerole, under easy sail, and by this manœuvre got within pistol-shot of the enemy undiscovered. The French captain was cautioned by Captain Macnamara not to attempt a resistance that must be fruitless, who answered him by the fire of his pistol, and a broadside from his ship. The Southampton now laid the enemy's ship on board, and she was entered and carried by Lieutenant Lydiard, at the head of the boarders, in about ten minutes,† although desperately resisted by the captain (who fell) and a hundred men under arms prepared to receive him. The two ships were now lashed together, when Captain Macnamara finding a difficulty in getting from under the battery of Fort Breganson, which poured a heavy and incessant fire, Lieutenant Lydiard suspecting the cause, searched, in darkness, from

* *Vide* N. C. Vol. IV. p. 1, for a portrait and memoir of Earl St. Vincent.

† The similarity of the two captures of L'Utile and Chesapeake, might warrant the supposition, that Captain Broke had, in the latter instance, availed himself of a recollection of the former.

stem to stern, for the hawser, which he found connected the ship with the shore; with repeated blows of his sword the hawser was cut, and the ship released. The Southampton and her prize, which proved to be L'Utile corvette, commanded by Citoyen François Veza, with 130 men, joined the fleet about half-past one o'clock. The enemy had 25 killed and wounded, but several escaped on shore in the launch.

Captain Macnamara, his officers, and crew, were deservedly complimented on the achievement of so arduous an undertaking; and Lieutenant Lydiard, whose gallantry had so greatly contributed to effect it, was promoted to the command of the prize.*

The services next performed by the Southampton were, as a part of the squadron under Commodore Nelson, in occupying Ferrajo,† evacuating Caprea and Corsica,‡ in the expedition against Piombino, and in the siege of Castiglione.

In a cruise off Cape del Mel, in the month of December, the Southampton captured the Corso, Spanish man of war brig, and soon afterwards joined the fleet under Sir John Jervis, off Cape St. Vincent, having passed near the Spanish fleet, which three days afterwards brought on the memorable action of the 14th of February, 1797.§ In the month of June following, the Southampton returned to England, and was paid off, and Mr. Broke terminated his first career of service.

It was not long that he remained unnoticed; and he was accordingly appointed third lieutenant in the Amelia, under the command of the Hon. Captain Charles Herbert,‖ which ship was

* *Vide* N. C. Vol. XIX. p. 445.

† Commodore Nelson and Major Duncan took possession of the town and port of Ferrajo, without resistance, on the 10th of July, 1796.

‡ The evacuation of Corsica was in consequence of the aversion of the Corsicans to British sovereignty in that island, who having effected a formidable confederacy with the French, Sir Gilbert Elliot, the vice-roy, informed them, that he should leave them to their former masters, and the island was accordingly evacuated by the British on the 15th October, 1796.

§ *Vide* N. C. Vol. IV. p. 35.

‖ This gentleman was unfortunately drowned on the 12th September, 1803, at Gijon. He was the second son of the Earl of Carnarvon, and with a friend, the son of Mr. Creed, the navy agent, had gone over to see the country. They had quitted the Swallow, Captain Milner, and were going on shore in the boat, when a violent surf broke over her, filled her with water, and plunged all within her into the sea. Captain Herbert and his friend sunk, before any assistance could be obtained. He had published a volume of poems a short time before his death, which evince him to have possessed no small share of literary talent.

attached to the Channel fleet, under Lord Bridport, as repeating frigate.

In the month of September, 1798, the Amelia was appointed, in conjunction with the Ethalion and Sylph, to watch a French squadron, consisting of an 80-gun ship (la Hoche), eight frigates, and a tender, proceeding with troops from Brest to Ireland, under the command of M. Bompart, for the rebel forces. The three frigates being afterwards joined by the Anson, the Sylph was detached; and from the 17th September to the 10th October, the enemy was closely watched. The Amelia then joined Commodore Sir John Borlase Warren,* who was cruising off Achill Head, on the look-out for Bompart's squadron, of whose sailing from Brest he had been informed. On the 11th the enemy was discovered; and, having been joined by the Ethalion, Anson, and Sylph, Sir John gave the signal for a general chase. The weather was very boisterous, but at five o'clock on the morning of the 12th, the enemy was seen at a little distance to windward, the line-of-battle ship, La Hoche, having her main-topmast gone. The French squadron bore down, and formed their line in close order on the starboard tack. The British squadron having been much spread by the weather and length of chase, it was seven o'clock before Sir John had his ships in a sufficiently collected state to engage the enemy, when the signal being made, at half-past seven, Captain Thornborough, in the Robust, commenced the action, and being ably supported by Captain De Courcy, in the Magnanime, at eleven, La Hoche struck, after having made a most gallant defence. The frigates then bore away, closely pursued, and after a five hours' running fight, La Bellone, and La Coquille, of 40 guns each, and L'Ambuscade, of 36 guns, surrendered. At midnight on the 13th, La Resolue, of 40 guns, and 500 seamen and soldiers, struck, after a contest of twenty-five minutes, to the Melampus, Captain Moore, who had parted company in the chase. The loss of the enemy in this action, amounted to 68 killed, and 118 wounded; the English had 3 killed, and 35 wounded.

In January, 1799, Mr. Broke was raised to the rank of com-

* For a portrait and memoir of Sir John Borlase Warren, see N. C. Vol. III. p. 333.

mander, and appointed to the Falcon fire-brig, at Sheerness; but as the vessel was not manned, she remained at her moorings in the Medway.

We are now arrived at that period of Captain Broke's professional life, in which he will appear as a principal—his services will henceforth bear a more prominent character, and we shall find that he has never failed to avail himself of every opportunity that occurred, to render them, to the utmost of his power, beneficial to his country, and finally with a brilliancy of character, that will equal the brightest of our naval exploits.

Captain Broke was, in the autumn of 1799, appointed to the Shark sloop of war, and ordered to join the North Sea fleet under Lord Duncan. In this ship, his services consisted in convoying to the Elbe or Baltic, and in cruising on the Dutch coast; but the Shark being a bad sailer, his captures were too trifling for remark.

On the 14th of February, 1801, the fourth anniversary of Earl St. Vincent's victory, Captain Broke obtained post rank, and retired for a time on half-pay. On the renewal of the war, his applications for a ship were not successful; but as inactivity was no part of the character of Captain Broke, he employed himself in training the peasantry to arms, to oppose the threatened invasion from France.

In the month of April, 1805, Captain Broke was appointed to the Druid, of 32 guns; but the scarcity of hands being so great, that many ships were lying idle in consequence of it, Captain Broke offered to proceed to sea with scarcely a sufficient number to work the ship, and his offer being accepted, he sailed on a cruise for men off the Land's End, and in the Bristol Channel. Having made up his complement, the Druid was attached to the squadron under Lord Gardner, on the Irish station.

Captain Broke was now employed in cruising on the coast of Ireland, or in the Bay of Biscay; but fortune did not favour him with any opportunities of splendid service. He captured on the 2d February, 1806, the Prince Murat, French privateer, of 18 guns, and 127 men; and on the 1st of May following, fell in with Le Pandour, French brig corvette, of the same force; and after a run of 160 miles, he drove her into Admiral Stirling's squadron, where, by the admiral's permission, he took possession of her, and sent her to Plymouth. He took also some smaller

vessels; and about the same time chased the French frigate Topaze into the Raz Passage, but could not come up with her; while the French captain declined the contest, mistaking a prize brig, in company with the Druid, for an English brig of war.

In June, 1806, Captain Broke was appointed to the Shannon, of 38 guns, the ship in which he was destined to establish his fame as a British captain in the first rank of naval renown.

But though appointed in June, being then at sea, it was not until the 14th of September that he joined her. She was then attached to Commodore Owen's squadron, off Boulogne, and her crew being completed, she was employed under that officer in the grand rocket expedition.

In April, 1807, the Greenland whale ships having been molested by a squadron of French frigates, in the preceding year, Captain Broke was ordered to proceed, with the Meleagar, Captain Broughton, to the Greenland seas, for their protection. On the 26th of April, the two frigates sailed from Yarmouth; and having received information from some whalers first spoken with, that the greater part of the ships were fishing on the coast of Spitzbergen, Captain Broke determined to proceed thither. On the 7th of May, they fell in with the ice; and after pushing through it with much perseverance and difficulty, they on the 17th June made the southern land of Spitzbergen. Thence they proceeded to Magdalena harbour, where they anchored on the 23d, in the 80th degree of north latitude, and nearer to the pole than any ships of war had reached before, excepting the discovery ships under the late Lord Mulgrave.

Here, while the frigates remained to water, Captain Broke, having observed that the charts by which the whalers were in general directed, were so erroneous as to lead to much danger, made a correct survey of the bay and harbour.

On the 4th of July, the Shannon and Meleagar sailed from Magdalena harbour, and stood to the northward, till their farther progress was prevented by the ice, in 80° 6′ N.; not finding any of the whalers, they returned to the westward, and after speaking several vessels, made John Mayon's island on the 23d July, and thence returned homeward, through such a constant envelopement of fogs, that they saw no more of the fishers.

On the 23d of August, they arrived in Leith Roads; whence, having completed their provisions, they sailed for Shetland, off which place they cruised till the 20th September, when, having separated from her companion, the Shannon, on the 25th, anchored at Yarmouth, and on the 28th arrived in the Downs, whence she proceeded to Spithead to fit for foreign service.

In consequence of the declaration of war against Great Britain by the Portuguese government, an expedition was projected for the reduction of Madeira, and a squadron, consisting of four sail of the line and three frigates, was accordingly placed under the command of Sir Samuel Hood.* This squadron, having been joined by the Shannon at Plymouth Sound, sailed on the 30th November, 1807, for Cork, where its strength was increased by the junction also of the Alceste and Success frigates, and seventeen sail of transports, with about 3,500 troops under the command of General Beresford; with this force, and 1,500 marines and seamen trained to the use of small arms, the squadron sailed; and having been joined by the Comus frigate on the 23d December, which had been detached to reconnoitre the island, on the 24th the squadron ran into Funchal roads, anchored close to the walls of the town, and brought the Governor to an unconditional surrender, by a mere display of its force.—Possession of the island being thus obtained, the Shannon was ordered to convoy the transports home. She sailed on the 14th January, 1808, and on the 7th of February, anchored in Plymouth Sound.

The comparatively unimportant series of services to which the activity of Captain Broke was now restricted, as attached in the Shannon to the Channel fleet under Lord Gambier, in blockades, and observations of the enemy's motions, would not justify us in trespassing on the patience of our readers, by entering into a detail of them. Toward the end of May, 1811, the Shannon was ordered home; and on the 1st of June, she arrived at Plymouth; where, having been docked and new coppered, she was ordered round to Portsmouth to complete for foreign service.

On the 30th of July, in company with the Hyacinth, Captain Broke sailed under sealed orders, with a large convoy to Lisbon and the Mediterranean. At Lisbon he opened his orders, and in

* For a portrait and memoir of Sir Samuel Hood, see N. C. Vol. XVII. p. 1.

consequence of their direction, detached the Hyacinth and convoy to Gibraltar, and with the Shannon, immediately sailed for Halifax, to join Vice-admiral Sawyer, which place she reached on the 24th of September. The force of Admiral Sawyer then consisted of the Africa, Spartan, Shannon, Guerriere, Belvidera, Æolus, Eurydice, and several sloops.

The machinations of the French government to embroil us with America, had long been sufficiently evident; and at this time the inclination of that of the United States to lend itself to its views, were equally obvious.

After a course of successive, but unsuccessful cruising to the southward of St. George's bank and on the banks of Newfoundland, information being obtained that a French squadron, of two frigates and a corvette, commanded by M. Ferretier, was in the vicinity of Bermuda, Captain Broke was, on the 4th of April, 1812, with the Guerriere, Captain Dacres, under his orders, detached by the Vice-admiral in pursuit.

The apprehension of an attack upon our trade at Amelia island, induced Captain Broke to make toward that coast; but being informed, when nigh the place of destination, that M. Ferretier was on his return homeward, they bent their course with a view to intercept him. On their way they captured an American schooner from Bourdeaux, for breach of blockade (a strong symptom of their disposition to break the peace), by whom they were informed that the American squadron was expected at Rochefort.

On the 5th of May, off Flores, the Shannon and Guerriere fell in with the Niobe, who informed them, that she had kept company with M. Ferretier's squadron eight-and-forty hours; with this reinforcement, they continued the chase almost to Madeira, but in vain; and, having parted from the Niobe, after a long and various course of pursuit, they returned to Bermuda, on the 17th of June. So unfortunate had Captain Broke been in all his cruises, that it is said he had cruised in the Shannon almost six years, without having once seen an enemy's frigate at sea.

From Bermuda, the Shannon accompanied the Æolus, which had sprung a leak, to Halifax; and on their way, off Sambro, spoke the Rattler and Indian, who informed them that the United States had declared war against Great Britain, and of the

Belvidera's (Captain Byron) gallant action with the American squadron under Commodore Rodgers.

Official notice of this new enemy having been received, Admiral Sawyer detached Captain Broke, with the Africa, Æolus, and Belvidera, to oppose him, and the Julia brig, with the intelligence, to England. Captain Broke sailed from Halifax on the 7th of July; and on the 9th, was joined by the Guerriere from Bermuda, which he attached pursuant to a previous arrangement with the admiral, and proceeded to Long Island.

Captain Broke's orders being to blockade the enemy in whatever port he might shelter, and aware of the positive necessity of keeping his frigates fully manned, he determined to burn the prizes they might take, rather than part with his men to man them. On the 14th of July they had intelligence of Commodore Rodgers being at sea, and expected at New York; for that port, therefore, they immediately made; and on the 16th, off Sandy Hook, captured the United States brig, Nautilus, of 16 guns, and 106 men. From her, Captain Broke learned that Commodore Rodgers had gone with his squadron off the banks of Newfoundland, to intercept our homeward-bound West India convoys. The alternative was now either to destroy the American trade, by remaining off their ports, or to pursue the enemy's squadron for the protection of our own—the latter appeared the most important object, as it carried with it also the prospect of destroying the American navy; it was therefore determined that they should proceed to the Grand Banks. The Guerriere was detached from the squadron when it sailed, and was at a great distance to the southward. In the evening, another vessel was seen, which proved to be the Constitution. All sail was made in chase, and the next morning the American frigate and the Guerriere were seen nearly within shot of each other, the squadron rapidly closing, with the almost certainty of capturing the enemy's frigate; but the wind suddenly shifted, and notwithstanding the most skilful manœuvres, and a long and close chase, she ultimately escaped.

Thus disappointed, Captain Broke sent the Nautilus to Halifax, and proceeded on towards the Banks of Newfoundland, destroying many American merchantmen by the way. On the 29th of July, they joined the homeward-bound West India con-

voy, under charge of the Thetis, whom they informed of the commencement of war by the Americans, and accompanied them over the Banks of Newfoundland.

The pursuit of Rodgers was now, from information received, continued in a direction towards Boston; but the Guerriere having been separated in a chase, by the fogs, and afterwards the Belvidera, in a similar manner, the Shannon was left with the Æolus alone to continue it, for the Africa had been sent to Halifax for provisions, and to carry prisoners; the Æolus, on the 28th of August, having supplied the Shannon with water, was sent to Halifax to complete, and the Shannon remained alone off Long Island, where she was to await her supplies; but being led to the southward in chase, and her stores exhausted, she was obliged to return to Halifax; where, on the 20th of September, she arrived, and Captain Broke had the mortification to hear of the capture of the Guerriere, by the Constitution.

In the course of this cruise, the Shannon and Æolus had made several captures and re-captures; and, on the 4th of September, had chased the Essex American frigate, which escaped by night, leaving a merchant ship to the destruction of her pursuers. Commodore Rodgers's squadron and the Constitution had arrived at Boston before the Shannon reached Halifax.

Admiral Sawyer's squadron had been reinforced by several large frigates, and he had sent them to join the Shannon at Long Island. Captain Broke was on the point of sailing again, when Sir John Borlase Warren arrived to take the command in chief. Intelligence being received soon after of the wreck of the Barbadoes, on Sable Island, the Shannon was sent on the 3d of October to bring off the crew, and specie saved in her, accompanied by the Bream schooner; which service being performed, they returned to Halifax on the 12th, having captured a privateer on the way.

On the 18th of October, Captain Broke received orders to sail with the Tenedos, Captain Hyde Parker, the Nymphe, Captain Epworth, and the Curlew brig, in consequence of information being received, that Commodore Rodgers was at sea again. His instructions were, to give protection to the trade homeward-bound from St. John's; and thence to go in quest of the American squadron; but their search was again fruitless, and they returned to Halifax on the 24th of November, the extent of their success

being the capture of a large American privateer brig, and recapture of a British vessel.

In consequence of Sir John Borlase Warren quitting his station at Halifax for Bermuda, Captain Broke was left in charge of the naval force stationed on the coasts of Nova Scotia and New England, for the winter, consisting of the Shannon, Nymphe, Tenedos, Curlew, and Rattler, with a division of sloops and small craft, in the Bay of Fundy.

The commander-in-chief sailed from Halifax in the St. Domingo, with the Statira and Junon; and in a few days after his departure, in pursuance of previous orders, Captain Broke sailed with the frigates and the Curlew to escort a homeward-bound convoy halfway across the Atlantic. This service being accomplished, and their direct return impeded by adverse winds, they went round the Azores; and on the 7th of January, 1813, fell in with the Jalouse sloop, off Tercera, and by her was informed of the loss of the Macedonian, captured after a most sanguinary action, by Commodore Decatur, in the United States ship, of 55 guns, and 478 men; the Macedonian 38 guns, and 300 men. Although such captures, so long and bravely resisted, may be said to confer more honour on the vanquished than the victor, the novelty of a captured British frigate was alarming to British ears, and the superiority of force by which the capture was effected, was lost in the astounding surprise of a British *frigate* being captured by a *frigate* of the American Liliputian navy.

It may naturally be supposed that Captain Broke did not hear of these captures unmoved; as a British captain, the information of these successive captures by the enemy, must have produced in him a most mortifying sense of disappointment; but when we consider that innate ardency of spirit, which notwithstanding its exertions to display itself, had as yet in vain sought an object to excite its action, it cannot be doubted that its ardour was increased to a degree of intolerance. The information he afterwards received of the Constitution and the Hornet being seen in the neighbourhood of his course, without being able to fall in with them by the most active endeavours, must have kept him in a state of continual agitation and disappointment. On the 23d of February, having lost sight of the Tenedos ever since the 22d of January, Captain Broke returned with the remainder of his

squadron to Halifax, to refit, and there heard of the destruction of the Java! The Tenedos joined on the day of their arrival, with a captured vessel.

After much unavoidable delay in the equipment of the squadron, Captain Broke, on the 21st of March, sailed again to blockade the enemy's frigates in Boston harbour, but being met off Halifax by Captain Oliver, in the Valiant, sent, with La Hogue, to take the command of the northern stations, Captain Broke's division was taken under his orders.

The Shannon and Tenedos being separated from the squadron in a gale, steered for Boston, which port they reconnoitered on the 2d of April. There having observed the Congress ready for sea, the President nearly so, and the Constitution under repair, they returned to the rendezvous to make their report. It was at this time that the fated Chesapeake got into Boston through the Eastern Channel.

In the absence of Captain Oliver, who had been ordered off New York, the Hon. Captain Capel was left in charge of the squadron off Boston; and agreeably to that officer's judicious arrangement, Captain Broke was stationed with the Shannon and Tenedos to watch the enemy in the harbour, while he, with the other ships, cruised in the offing, directing communications to be occasionally made to him of the observations they might make.

Under this arrangement, the squadron was kept sufficiently active by the American privateers and traders, and in no small degree successfully so; but notwithstanding the exertions and vigilance of the in-shore frigates, the foggy weather and on-shore winds compelling them during the last week in April to keep an offing, on the 1st of May, favoured by a sudden shift of wind, the President and Congress made their escape.

Captain Broke, thus baffled in his hopes and expectations as often as he formed them, burning with jealousy for the honour of his country, and with resentment of the injury his personal pride seemed to have sustained by the superior skill or more favourable fortune of the enemy (though rightly considered, the fickle goddess had only reserved her favours to tempt him to a more bright and independent display of spirit), observing the Chesapeake nearly ready for sea, he determined to challenge her to single combat, as, with the Tenedos, he had, previously, the President and

Congress; and he drew up a formal challenge, with conditions to insure its integrity,* to which he added an endorsement, offering to exchange thirteen American prisoners on board the Shannon, for as many British sailors; and on the 1st of June sent it in. Having made all clear for the combat, Captain Broke awaited his antagonist five leagues from land, opposite to Boston Light-house, in a position that might render the action visible from the heights of the town.

The confidence of victory on the part of the Americans, and the American commander, brought out, it is said, a number of pleasure boats with the Chesapeake, to see the Shannon compelled to strike; and a grand dinner was actually prepared on shore for the Chesapeake's officers, against their return with the prize!

But short was the contest—the Chesapeake was carried, by boarding, in fourteen minutes from the commencement of the action—Broke led, and victory was assured †—"the American flag was hauled down, and the proud old British Union floated triumphant over it." ‡

Captain Broke was severely wounded, and conveyed, in a state of insensibility, on board his own ship, which, with her prize, proceeded to Halifax. As soon as Captain Broke was sufficiently recovered, he addressed a letter to Captain Capel, with an account of the action, which that gentleman transmitted to government, with a handsome prefatory letter to Mr. Croker, the Secretary to the Admiralty.§

The evening of the day on which the account arrived, Mr. Croker made mention of the action in the House of Commons, in a manner most handsome and honourable to Captain Broke and his brave company, stating that the British sailors not only boarded from every deck, but even those who were aloft sprung upon the enemy's yards, and stormed their tops.‖ So close was the action,

* *Vide* N. C. Vol. XXX. p. 412.

† Captain Broke was the first man on board the Chesapeake.

‡ For particulars relative to this brilliant action, *vide* N. C. Vol. XXX. pages 41. 69. 83. 160. 246. 412.

§ *Vide* N. C. Vol. XXX. p. 83.

‖ Both ships fought from their tops, with guns and small arms. The Shannon had a four-pounder mounted in one of her tops, from which she fired 50 canister shot at each discharge. These, by spreading greatly, did much execution. It was from some of the Shannon's top-men that Captain Lawrence, the commander of the Chesapeake, received his mortal wound. He had been carried below, before the boarding commenced.

that not a sail was wounded, nor a rope cut, on board the Shannon, which bore away with her prize, with as much order and coolness as though she had been only firing a salute.*

Captain Broke's letter was immediately answered by the Lords Commissioners of the Admiralty, through their secretary, Mr. Croker, in the most handsome acknowledgment of the services rendered by the captain, officers, and ship's company of the Shannon.†

On the 25th of September following, his Royal Highness the Prince Regent was pleased to confer upon Captain Broke the dignity of a Baronet of the Kingdom of Great Britain and Ireland; and on the 1st of February, 1814, as an additional and *especial* mark of royal favour, his Royal Highness was pleased to allow him and his descendants to bear "as a memorial of his highly distinguished conduct and gallantry," the following crest of honourable augmentation:—*issuant from a naval crown, a dexter arm embowed, encircled by a wreath of laurel, the hand grasping a trident erect;* together with the motto, '*Sævumque tridentem servamus.*'"

It would be endless to detail the various instances of compliment and congratulation paid to Captain Broke, on this brilliant achievement. The Underwriters of Halifax, in Nova Scotia, presented the following address, accompanied by a piece of plate, of the value of one hundred guineas:—

"SIR,

"The Committee of Underwriters of Halifax, on behalf of their constituents and themselves, composed of a number of the principal merchants of the town, beg leave to offer their congratulations on your recovery, not in the ordinary style of addresses, but with heart-felt and unfeigned satisfaction and joy.

"We do not attempt to express at large our sense of your magnanimous and disinterested conduct, while engaged in the command of a squadron, or singly cruising after the enemy, lest it should appear like flattery—which neither our candour, nor our regard for your feelings, would allow us to

* "The Shannon suffered most on the fore part of the main deck, and forecastle, and her greatest loss of men was on those parts. The Chesapeake was terribly battered on her larboard bow and quarter; amid-ships there are not many marks of shot, which must have entered her port-holes, as the whole of her main-deck was strewed with dead and wounded."—*Halifax Paper.*

† *Vide* N. C. Vol. XXX. p. 486.

offer; but we feel peculiar pleasure in observing the manner in which the Lords of the Treasury have marked such conduct; and their having recommended it to the notice of his Royal Highness the Prince Regent, in the disposal of American prizes, condemned as droits of the crown. As Underwriters, we are more especially called upon to express our thankfulness for your exertions in our favour, under the pressure of such difficulties as you had to encounter, in recapturing and preserving some of our most valuable risks, and sending them home to us, even while in the face of the enemy; at the same time declining to send in valuable prizes; but prefering to destroy them, rather than weaken the force of your ship.

"To a late brilliant event we will only point in silent admiration, well knowing that our feelings are in perfect union with those of the nation at large; the public expression of which, from the highest authority, no doubt, awaits you, and the brave officers and crew of the Shannon.

"In further testimony of our esteem, we beg your acceptance of a piece of plate, value one hundred guineas, which will be presented to you in London, by a gentleman who was lately one of our number.

*Lawrence Hartshorne,*

"*Halifax, August* 25, 1813." "Chairman."

To this highly gratifying address, Captain Broke returned the following answer:—

"GENTLEMEN, "*H. M. S. Shannon, Halifax, Aug.* 25, 1813.

"It was with pleasure that I received the Address presented to me yesterday, by the Chairman of your Committee, and beg you will accept my sincere thanks, as well for your friendly congratulations upon my recovery from my wounds, as for the flattering manner in which you have noticed my general measures for the protection of our trade, and the high compliment you have paid my gallant shipmates and myself upon our late happy success.

"I shall consider the handsome present you have offered me on this occasion, an honourable memorial of those professions of esteem with which it was accompanied.

"I have the honour to be, Gentlemen, your obliged servant,

*P. B. V. Broke.*"

The Court of Common Council of London, voted Captain Broke their thanks, with the freedom of the City, and a sword of one hundred guineas value. The thanks of the Corporation of Ipswich (the freedom of which he was by birth entitled to), were presented to him, and a subscription opened by the gentry and other inhabitants of the county of Suffolk, for the purpose of presenting him with a piece of plate, which closed at an amount

of about 730*l*. A Convivial Society at Ipswich, called "The Free and Easy Club," subscribed one hundred guineas for the purchase of a silver cup, to be presented to Sir Philip Broke.

The Free and Easy subscription was immediately appropriated to the purchase of a silver cup, bearing the following chaste, unostentatious inscription, from the pen of William Pearson, Esq.

PRESENTED
By the Members of the FREE and EASY CLUB, at IPSWICH,
To their gallant Countryman,
Sir PHILIP BOWES VERE BROKE, Bart.
Commander of His Majesty's Ship
The SHANNON,
In commemoration of the Skill and Valour he displayed,
In the Capture of the American Frigate
The CHESAPEAKE,
Off Boston Light-House,
On the 1st of June, 1813.

On the upper part of this elegant little memorial, designed and executed by Mr. Bevil, of Ipswich, appears a naval crown, from one side of which issues a wreath of laurel, and from the other a wreath of oak, each descending into the stern of the Shannon, represented at the bottom; the open space thus formed receiving the inscription. The ornaments on the opposite side of the cup are of a correspondent description; the space formed by the oak and laurel wreaths being appropriated to the reception of Sir Philip Broke's armorial bearings. The cover of the cup is surmounted by Sir Philip Broke's family crest—on a wreath, a badger, proper. The handles are in imitation of knotted oak.

The taste which Mr. Bevil had displayed, in the manufacture of the cup, pointed him out, to the Committee which had the management of the County Subscription, as a proper person to execute their more important order. He was accordingly requested to furnish the Committee with designs; and, having presented several, one was selected, of which we shall here insert a description.

The piece of plate, to be round in its form, of the diameter of 36 inches, to be manufactured *en frieze*, and to display a series of splendid and classical decorations, appropriate to the occasion, and calculated to render it, as a commemorative

present, highly worthy of the Suffolk hero's acceptance. The *tout ensemble* of the design has been thus described :—

" A deep and highly-wrought border, formed into four principal compartments, relieved by a bold and rich scroll foliage, interspersed with naval trophies and devices, with four large escallop shells forming the recess for the chief designs, executed in *basso alto relievo*.

" In the first Shell—*An Allegorical Representation of the two Nations in the Combat.*

" Britannia, mounted on a sea horse, holds the trident of Neptune in one hand, whilst she hurls her thunder on the American eagle that is expiring at her feet.

" Second Shell—*Neptune receiving the successful Warrior.*

" The Commander of the Shannon, accompanied by Britannia and Liberty, with their appropriate emblems, is borne triumphant through the sea, in a car, drawn by sea horses. Neptune, in the act of receiving the warrior, presents him with a naval coronet of victory. Fame also appears in the groupe.

" Third Shell.—*The Triumph of Victory.*

" These form a groupe of emblematic figures, with victory holding the laurel in the centre.

" Fourth Shell—*Commerce secured to the World by British Prowess.*

" The four quarters of the world are represented as concentrating their mutual advantages under British protection.

" In the interior of the scroll border are four figurative representations of Fortitude, Wisdom, Justice, and Peace, intended as characteristics of the British nation in the contest.—Whilst Fortitude appears in her fleets and armies, Wisdom and Justice direct her, in the senate, to the only honourable object of war—the establishment of peace.

" In the centre of the whole is a spirited representation of the action between the Shannon and Chesapeake, encircled with a chorus of tritons and sea nymphs.

" At the upper part of the plate, encircled by a rich foliage of palm branches, are the armorial bearings of the County of Suffolk, with those of Sir Philip Broke; and, at the bottom, in a corresponding space, is an appropriate inscription."

On her return to England, the Shannon, from constant, long-continued wear and tear at sea, was unfit for further service, and it became necessary that she should be paid off. Lord Melville, in consequence, wrote to Captain Broke, proffering him the command of one of the new ships, built to match the large American craft, misnomered frigates; but his wound was not then sufficiently healed to allow of his immediately serving again; in

addition to which, his many years' absence from home, required that, for a time, he should devote his attention to his own private concerns. He was, therefore, induced to decline Lord Melville's polite and flattering offer, and to request a short relaxation, before he should again embark.

Conscious that sterling merit, such as is that of Sir Philip Broke, cannot be magnified by extravagant praise, or fulsome flattery, we have not felt disposed to offer either. If actions speak the man, Sir Philip Broke needs not our pen to record him in his public character as eminently brave and skilful—and as a private gentleman benevolent and urbane—and whenever the welfare of his country shall require his future services, we have ample earnest of his disposition to render them equally brilliant with the past.

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HERALDRY.

It was stated, at the commencement of this memoir, that, from a pedigree now in the possession of the family, the Brokes appear to trace their descent from Willielmus de Doyto del Brooke, the son of Adam, Lord of Leighton, in Cheshire, previously to the reign of King Henry III. From this Wm. descended Thomas de la Brooke, of Leighton, who married the heiress of John Parker, of Copenhall, and had issue, 1st. John of Leighton, ancestor of the Brookes of Leighton, the Brookes of Norton, created Baronets in 1662, the Brookes of Meire, &c. 2d. Ralph Broke, of Namptwich, who had issue. 3d, Robert, who married Jane Scudamore, of Herefordshire: and 4th, Sir Richard Broke, of London, Knight, Chief Baron of the Exchequer in the reign of King Henry VIII. from whom Sir Philip Bowes Vere Broke derives his descent. This Sir Richard married Miss Leeds, and had several sons, of whom the eldest was Robert, of Nacton, in Suffolk, who, by Elizabeth, heiress of the Holgraves, of Sussex, had Richard, also of Nacton, who married Elizabeth, daughter of John Jermy, of Brightwell, in Suffolk, Knight, and was father of Robert Brooke, of Nacton, who, about 1602, married Elizabeth Waters, of Wimbledon, in Surrey, and had issue Sir Richard, of Nacton, who, by Mary, daughter of Sir John Packington, Knight, had four sons, of whom Richard, the second, and Packington, the fourth, died unmarried.—Sir Robert Brooke, of Nacton, the eldest son of Sir Richard, was created a Baronet by patent, bearing date May 21, 1661. He married Anne, daughter of Sir Lionel Talmach, Bart.; but dying in 1693-4, without any male issue, the title became extinct. He left three daughters his co-heirs.—William Brooke, the third son of Sir Richard Brooke, of Nacton and Miss Packington, was of Dartford, in Kent, and was killed at Tangiers, on the 8th of March, 1660. He married Priscilla Fielder, of Dartford, and by her had Robert, who succeeded his uncle, Sir Robert, at Nacton, and was

twice married. By his first wife, Anne, his cousin, the youngest daughter and coheir of Sir Robert Brooke, Bart. he had no surviving male issue. By his second, Elizabeth, daughter of Sir John Hewytt, of Waresley, in Huntingdonshire, Bart. he had three sons: 1st. Robert, who died unmarried in 1719: 2d. Philip, of Nacton, grandfather of Sir Philip: and 3d. John, who was rector of Hintlesham, from whom there are descendants, now living.

Philip Broke, of Nacton, the second (but eldest surviving) son of Robert Broke and Elizabeth Hewytt, married, in 1732, Anne, daughter and coheir of Martin Bowes, of St. Edmund's Bury, Esq. and, by that lady, who died in 1754, had six daughters and one son, the late Philip Bowes Broke, of Nacton, Esq. who was born May 18, 1749. He married Elizabeth, daughter, and at length heir of the Rev. Charles Beaumont, of Witnesham, in Suffolk, Clerk, M.A. and died Aug. 22, 1801, having had issue, by his lady, who still survives, three sons and five daughters. The sons are, 1st. Sir Philip Bowes Vere Broke, Bart. of the United Kingdom of Great Britain and Ireland, born at Nacton, Sept. 9, 1776, who married Sarah Louisa, daughter of Sir William Middleton, of Shrubland Hall, in Suffolk, Bart. Nov. 25, 1802. By this lady, Sir Philip has had the following issue: Philip Broke, born Jan. 15, 1804; Louisa, born 1805; William, born December 20, 1807; George, born April 26, 1812, who are all living, and a son, Charles, and two daughters, Harriet and Louisa, who died infants.

Charles Broke, the second son of the late Philip Bowes Broke, is a lieutenant-colonel in the army: and Horace George, the third son, is a captain in the army, and aid-de-camp to General Clinton.

Of Sir Philip's sisters, the eldest was married to Edward Turnor, of Stoke Rochford, in Lincolnshire, Esq. but is now dead. Mary, the second, is now the wife of General J. Leveson Gower. Anne, the third, and Thurland, the 5th, died unmarried; and Anna, the 4th, is now living.

ARMS.—Or, a cross engrailed per pale, gules and sable.

CREST *of Honourable Augmentation, granted by Royal Warrant.*—Issuant from a naval crown *Or*, a dexter arm embowed, encircled by a wreath of laurel proper, the hand grasping a trident erect of the first.

CREST *of the family.*—On a wreath, a badger proper.

MOTTO.—*Sævumque tridentem servamus.*

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[In the compilation of the above account of the public services of Sir Philip Broke, we have to acknowledge our obligations to the Proprietors of the "East Anglian Magazine," whose excellent and copious memoir of that gentleman has greatly assisted us in the draught of our own.]

# NAUTICAL ANECDOTES AND SELECTIONS.

## LAND SHARKS.

AMONG the multiplicity of offences practised in the metropolis, there are none, perhaps, more flagrant than those daily committed on seamen by many of the crimps. These *land-sharks* live in luxury, by cheating our best defenders of their wages and prize-money. The poor fellows, whose best days have been passed in noxious climates, remote from their dearest connexions, and whose lives have been often risked in fighting the battles of their country, have scarcely the satisfaction to see the money earned by many years' perilous service; for no sooner is it received, than the crimp contrives to get it into his possession; and it very rarely happens that any portion is afterwards refunded by him to the proprietor. To relate all the manœuvres resorted to by crimps, would far exceed our limits; we shall, therefore, only mention the most prominent. The first object is, to get the sailor as a lodger, and to succeed therein, the crimps emulate and oppose each other by artifices and the liberality of their offers; and when this is accomplished, the game is considered secure, and the business of fleecing follows of course.

Among other decoys practised by these harpies to catch their *sea-gulls*, they station men to wait the arrival of the coaches from maritime towns, to enter into conversation with the sailors the moment they alight, and recommend them to their houses for comfortable lodging and board; and where, they are told, they may safely deposit their property. The sailor, when going for his money, is frequently followed by a sheriff's officer, who arrests him the moment he has received it, conveys him to a lock-up house, where he remains until he purchases his freedom by paying a most extortionate and fabricated demand, and leaves himself almost penniless. The following instance, which may be relied on as correct, will shew the infamous tricks of these fellows.—Three men, who had been many years stationed in India, were invalided and sent home; on arriving at Long Reach, a Jew crimp came aboard their ship, and solicited them to come to his house; they went, and, in a few days, each received a considerable sum of money for arrears of wages, and wished to settle with their landlord; he, however, excused himself from making out the account, and prevailed on them to deposit their money, amounting to about 250*l.* in his hands for safe custody. The next day he sent to them to come to him at a lock-up-house, where he pretended to be a ruined man, said he had become bound for a friend, who had deceived him, that he had paid away their money, and was then in custody for debts, which he could not discharge, but although he must go to prison, he would give them 10*l.* each on having receipts in full. The poor men, confounded at the prospect of losing their money, declined his proposal, and left him; when, to their no small astonishment, he got home nearly as soon as them, and presently after they were arrested at his instance, and taken to a spunging-house; here their letters to their friends were intercepted, so that no one came to

advise or relieve them, and they were under the necessity of signing a general release before they could obtain their liberty.

The present paymaster of the navy has effected many excellent regulations for the protection of seamen and marines, and we are happy to observe, by a late advertisement from the Admiralty, that these useful men will hereafter receive pensions proportionate to their services and wounds; but it would greatly add to our satisfaction, if some measures were adopted to prevent the mischief we have felt it our duty to expose and reprobate. We think a considerable check would be effected, if sailors were cautioned not to entrust their money to the care of any crimp or lodging-house-keeper, and this advice might easily be given by the commander to his whole ship's crew, previous to their discharge, and repeated to them individually by the officer appointed to pay them; and it would most likely prevent it altogether, if sailors' money remained as with a banker, so as they could draw it out as their occasions required.

### AFRICAN EMANCIPATION.

All the slaves captured on the coast of Africa by our cruisers, must be carried into the colony of Sierra Leone. The mode of disposing of them on their arrival, reflects great honour on the agents of this country. Those who do not enter the army or navy, are placed in villages, according to their respective countries, and have lands allotted to them. Eight villages have been actually formed of these people. The houses are built according to the mode practised in their respective countries, and great progress has been made in cultivating their lands. There are thus settled no less than 2000 negroes, of whom 800 are children! and, in consequence of their juvenile ignorance, they are to be under the instruction of proper schoolmasters and mistresses, who have been sent out for that purpose from this country; and will receive further assistance from the black boys, who also lately sailed from London, after being qualified as teachers under the British system of education in the Borough school; there is, therefore, every prospect that these individuals will soon become a most important part of the population of that infant colony; and that, under Heaven, great blessings will be derived from their education, religious instruction, and moral improvement. Many of the inhabitants of these villages have already made great advances in civilization, and have become useful mechanics.

### FATAL EFFECTS OF FEAR.

One of the officers of Haslar hospital being dangerously ill, a medical gentleman who was attending him, had occasion, about two o'clock in the morning, to send the nurse from the officer's house to the Dispensary: the weather being bad, the nurse wrapped herself round with a piece of red baize, with which she covered, in part, a candle and lanthorn, to prevent the light from being blown out, the wind being very high. The rays of light issuing from the red covering, to the imagination of a sentry at a distance, she appeared a terrific spectre, and as she approached him, his fears so increased, that he ran from his post with haste to the guard-

house, where, in about half an hour, he expired!—Lest the reader may be disposed to impute a great degree of natural timidity to the unfortunate man (though a soldier), and thereby prevent the circumstance from operating as a caution in its fullest effect, we will state a similar fact, the unhappy subject of which was a brave sailor:—The Caroline frigate being (now some time since) at anchor at Macao, it was advisable to land the sick part of her crew upon a small island near Canton, for whose care others were placed as watchers. In the middle of the night, one of the men had occasion to leave the tent, and, to do so in haste, he threw the sheet of his cot round him. The moment the watcher saw him, he was seized with great fear; but as the object was going from him, he watched it till it was covered from his sight by the bushes. When, after a few minutes, the supposed supernatural being retired from among the bushes, to return to the tent, the watcher was overcome with his fears, and ran away. The poor fellow being ill, the medical attendants took every method that skill could devise, to explain to him the transaction, and took the man (with whose appearance he had been so unaccountably frightened) to him, and made him touch him, but all to no effect. The mind of the poor fellow had lost its seat, and, although in good health before, in thirty-six hours afterwards, he died, insane.

### JACK IN DISTRESS.

The Plymouth coach to Bristol was lately overturned, near Sidford, on the Bath road, from the disgraceful practice of breaking stones on the road, and leaving them in a heap, sufficiently high to overturn any vehicle. It contained sixteen passengers, inside and out, many of whom were sailors, some intoxicated, and one so drunk, that the others lifted him into a hedge out of the road. Some inhuman wretches stripped poor jack to his shirt and neckerchief, in which he had placed 20*l.* as a stiffener. He lay till next morning, when he came in a state of nudity to the Crown, at Salford, swearing he could not make out how he came in such a plight; he was sure some one must have *shifted* his head, for the head he set out with from Plymouth was as sound as a rock, while they had left him only a cracked *cocoa-nut*, which he was sure did not belong to him, or the hat either—his was a new one, this an old *shamrog*, not worth a *quid of tobacco*. He bitterly bewailed the loss of his Liberty Ticket—did not care a rush for his *togs*. While he was lamenting his loss, a countryman brought in a filthy old jacket which he found in the road, and which jack recognised as his old *fear nought*. On searching the pockets, his Liberty Ticket *hove in sight*, when he literally danced for joy, hugged the countryman, and told him to call for the best the house afforded.

### TORPEDO PILOTS.

A British officer on the American station, in a letter to a friend, states as follows:—"American pilot vessels for towing torpedoes,* have been invented in New York, for the purpose of impelling through the water the infernal torpedoes intended to blow up the British line-of-battle ships. A winch inside this vessel turns two wheels on the outside, and which are

* *Vide* Vol. XXX. page 202; Vol. XXXI. page 287.

placed on the larboard side. These wheels impel both the pilot vessel and the torpedo attached to it, at the rate of four miles per hour. Within the vessel are 12 men. The bottom of it is not much unlike that of a boat, but its top is arched. The scantling are those of a ship of 100 tons: the planks are of inch and half stuff, and these being cased over with iron plates of half an inch thickness, are not to be injured by shot. On the top there is a scuttle for the crew to enter, and this opening is also the look-out where a sentinel is constantly placed. Two air holes forward and abaft, give sufficient air to the crew. The vessel draws six feet of water, but one foot only is to be seen above the water, and this being painted of a dingy white, is not perceivable. The torpedo is of course attached to the stern of this vessel, ropes leading to it from two ring bolts in the after-part. The torpedo is filled with powder and combustible matter, and in its inside there is a gun-lock, to which is fastened a string, which leads to a scuttle of the pilot vessel. Having towed this infernal machine close to the vessel which it is intended to fire, this string is pulled the moment the torpedo touches her, and the pilot vessel altering her course, by means of a rudder attached to her, goes off in the general confusion.

### BRITISH TARS STIMULATED!!!

Captain Lane, late commissioner of the navy at Antigua, possessed not only the education and manners of a gentleman, but every eminent qualification calculated to form the distinguished officer.—No commander knew better how to manage, as he wished, the feelings of the crew of a man of war. Of this he gave a strong proof, during the great naval contest between Sir Edward Hughes and Mons. Suffrein, in the East Indies. After the second day's drawn battle, the British admiral sent to the captains of the fleet, desiring them to stimulate their respective crews, previous to the next day's decisive encounter. This fell to the lot of the then Lieutenant Lane, on board his ship, in consequence of the captain and all the senior officers being wounded. All hands were immediately piped on deck; when Mr. Lane, holding in his hand Sir Edward's order, thus addressed the crew:—

"My brave fellows! I have received the admiral's commands to *stimulate* you. I do not clearly understand his meaning; but if it is that I am to tell you to beat those *parlevous* to-morrow, I am sure he might have saved himself the trouble; but, my lads, I am ordered to *stimulate* you, and you must therefore consider yourselves stimulated accordingly."

### THE WAGER WON ON BOTH SIDES.

Two captains of merchant ships were walking together towards one of the harbours of Plymouth, in which their respective ships were at the time lying. Suddenly one of them stopped, and exclaimed, "Bless my soul! did not I hear that the Nancy, of Hull, was wrecked upon the North Coast?"—"That she certainly was," replied the other, "for I was within a cable's length of her at the time she struck."—"It cannot be," rejoined the first, "I can see her main-mast at this moment; she is now lying the third ship from the harbour's mouth. "Phoo, you are blind,"

ejaculated the second. "I'll bet you a guinea of it," cried the first. "I should only be imposing on you to take your bet," answered the other; "for as I told you before, I saw her perish, and know it to be impossible." His companion, however, still persisted in his opinion, and forced upon him the bet. They proceeded to the harbour, and the moment they arrived there, made their inquiries. The result of which was, that they found the Nancy, of Hull, had been wrecked, but that her main-mast had been preserved, and erected in this other vessel, then lying in the harbour; and it had been from his knowledge of the main-mast, that the proposer of the wager had been actuated in laying it.—The bet was, of course, drawn.

### FATAL EFFECTS OF THE POONAH MONSOON.

[*Extract from an India Paper.*]

*Poonah, June* 6.—Yesterday, our monsoon commenced with a violence not often experienced here. I have felt many heavy squalls at sea, and in several parts of Asia have seen the effects of the commencement of different periodical winds and seasons; but this, for the short period it lasted, exceeded them all. During its fury, while wind, hail, rain, thunder, and lightning, all in their utmost strength, were contending for superiority, intelligence was brought of the death of three natives, who had been killed by lightning. The horrid spectacle that they presented is but seldom seen; and it is out of the power of language to convey a just idea of the scene. Three persons, in the vigour of health, instantaneously deprived of existence, their limbs and features burnt, and dreadfully distorted and contracted, and the principal bones fleshless, and in many parts their surface even a little scorched.

It appeared, upon inquiring of the relatives of the unfortunate sufferers, that, during the height of the storm, to preserve the choppa of the house from being blown off, they were inside endeavouring to secure it; the fatal flash struck the three at once, and the roof, though soaked with rain, was instantly on fire. The Subahdar, Peer Mahomed, to whom the hut belonged, had his sword close by the door, and I rather think there were two or three muskets and bayonets close by where the lightning first struck; every thing in the hut was reduced to ashes in a few seconds, and the wall on one side completely levelled.

The man was quite distracted, not on account of his pecuniary loss (though to a soldier that was rather great), but two of the sufferers were his children, a son and a daughter, the former about thirteen years of age, the latter fourteen; the third person in the dreadful catastrophe was a horsekeeper, who has left a family behind him to lament his loss. The horsekeeper was shockingly disfigured; the eyes out of their sockets, the hair completely scorched, and one nostril entirely burnt off, the arms and legs contracted, shrivelled, and black, the whole body quite hard and swoln. The body of the boy was not so much burnt, but was blacker, with a number of white spots, most of the nails off the toes, and the hands reduced to a cinder, the face badly swoln and disfigured. The girl was, if possible, more shockingly burnt, the features of her face were not to be traced, being nearly all consumed.

# CORRESPONDENCE.

## Letter II.

### TO THE RIGHT HONOURABLE VISCOUNT MELVILLE.

My Lord,

I REPRESENTED in my last letter,* the justice of the claims of old commissioned officers in the navy, in the classes of post captains, commanders, and lieutenants, to the consideration of their country, after *forty years* servitude, from the age of sixteen, and having been twenty of these commissioned officers. No one can possibly raise any objections to such an arrangement, founded on justice, or warranted by the general feeling of the country. For, the inhabitants of the British Isles know well what value to attach to their naval strength; by the exertions of which, under the favouring hand of Divine Providence, they have been raised to the summit of national glory and power. The question is not, nor ought it to be in any manner, whether any of those in elevated situations are more partial to the army than to the navy? Neither is the question, nor ought it to be in the least degree, what is the general exterior of the officers in the navy? These are individual considerations, which the country can never descend to entertain. For, her great, important, her first and last consideration is, how far her prosperity, power, and independence, are connected with her naval preponderance? How far the officers of the navy have devoted themselves to her service, amidst numerous perils; against a formidable foe, who at one time threatened the subjugation, not only of Europe, but of the whole world; to whose gigantic power and terrific strides, the navy of Great Britain was, for a considerable period, the only barrier. And while he trampled upon the thrones of the continent, and assembled his victorious armies opposite the British shores, that beheld, not without fear and apprehension, the terrible array of the Destroyers of Europe; were not the eyes of the country fixed on her naval power, that rode upon the liquid expanse, filling the narrow strait that separated her shores, untrodden by hostile feet, as her first and most effective defence against the armies prepared for her subjugation? Were not the eyes of those armies, and their leaders also, fixed on the floating barrier that bade defiance to their rage and menaces? Was it not the Navy alone that prevented the destroying hordes from invading this Island, and carrying the terrors and ravages of war over her peaceful fields, and spreading desolation wherever they came? I am far, very far, from asserting, that they would have ultimately proved successful; but the miseries scattered by an inveterate and unprincipled invader, by only partial success, would have been long felt and lamented.

* See N. C. Vol. XXXII. p. 313.

Had not the navy of Great Britain signally defeated that of France, and of all the powers compelled to range themselves on her side, what would have become of our colonies and commerce? In what state would have been the finances of the country? These being injured and impaired, instead of Great Britain wielding the sword with mighty grasp and fearful blows, that staggered the gigantic power of France, and called forth the hopes and last energies of the desponding and groaning nations of Europe, her efforts would have been feeble and unavailing. Let no one, then, deceive himself: from the throne to the cottage all owed, principally, their safety and prosperity to the achievements of the navy, while the continent of Europe was desolated by the scourge of war, and the nations trodden under the feet of the Destroyer.

My Lord, I have not the least desire or intention of undervaluing the bravery and exertions of the army; we are the same flesh and blood, animated by the same spirit; it has proved itself worthy of the admiration of Europe, and the confidence of the country. But not only the British nation and Europe, but all the world, knows, that without a preponderance of *naval power*, her arms on shore never could have raised her to the height where she now stands; nor can they possibly maintain it unaided, were their energies and power far greater than they are. It may well then be repeated, let no one deceive himself, from the throne to the cottage.

The fleets of Britain *alone* can prevent the invasion of her shores: they only can protect her commerce and secure her colonies; it is her navy that must speak in thunder to hostile nations on their own shores, and display the lightning of her arms. It is her *naval power* that must transport her warlike sons to the fields of battle in distant realms, open the way for their entrance, and succour them from overwhelming power; or when overtaken by inevitable reverses. In many instances, her naval and land forces must go hand in hand to secure her prosperity, and to open the gates of victory; but from the nature of things, and her insular situation, she always has been, and must still be, more dependant on her navy, than her army, for all that she has attained, and is. Should there not then be, at the least, an *equal provision* for the one service as the other? Nay, my Lord, from the numerous sinecures attached to the army, more than the navy (as affirmed by the late Mr. Fox, in the House of Commons), ought not the aged commissioned officers of the latter, *under flags*, to have before them a port of refuge? But this port ought to be free to all who can enter; open to the unfortunate as well as to the fortunate; to those who have had no interest to be employed, as well as to the favourites of power and parliamentary interest; all are the servants of the country, and she should eagerly afford all of them a safe *port of refuge*, after being at her call for FORTY YEARS, I have said forty years after the age of sixteen, twenty of these from the date of their first commissions. Some may think this period too long, and ask, what is the *general* situation of officers in the army, after having been in it forty years? What just or satisfactory reason can be given to the country, why officers in the navy, holding the same rank as those in the army, should not be entitled to the same rate of half-

pay?* Or, why there should be those gradations of half-pay in the navy, of the same rank, which renders that of some classes so considerably below those of equal rank in the army; and even below those of inferior rank? Old customs, which the change of circumstances ought to render obsolete, cannot have any strong reasons to produce for their continuance: what then can be justly objected against the younger post captains in the navy having the same half-pay as lieutenant-colonels in the army, all commanders as majors, and lieutenants as captains? After being forty years in the navy, those classes of officers may be considered as entitled to half-pay superior to that of an equal rank in the army, as the officers in this branch of the service have the option of retiring on full pay, besides advantages which those in the navy cannot obtain.

If lists of seniority of servitude should appear to offer any just objections against their adoption, *retired lists* to each class, the same as that of lieutenants, can surely offer none.

As, perhaps, few post captains would choose to enter on such a list, 50, or 70, might be sufficient, at 20*s.* per day; beginning at the top of the list, and offering it to as many as may be entitled, by the fixed term of servitude, 35 years, or the period that may be judged proper, including the time on half-pay; none to be entitled under the fixed period, and none refusing it to be afterwards entitled, unless a sufficient number below them on the list, of equal servitude, cannot be found to fill up the number. Of commanders, the number should be greater; as old officers in this class can have no hope of ever arriving at a flag, even in the heat of war; therefore, it might not be too far extended at 120, at 15*s.* per day, under the same limitations as post captains. A certain number of lieutenants, as at present; but as the list of this class of officers is so extended, it might be equitable to make a division, a number under the same limitations as post captains and commanders, at 8*s.* 6*d.* and a smaller number, after *five* years longer servitude than the former lists, at 10*s.* per day; none being allowed to enter either of the last lists who have long declined serving, and have been, or are, in lucrative situations. This ought by no means to be; though I have been informed that such have been, and perhaps may still be on the list of lieutenants, retired with the rank of commander. This is giving to those who do not want it; who can have no just claim; and keeping from those whose wants are urgent.

As to the plea of subalterns in the army purchasing their commissions, your Lordship must be well aware this ought not to weigh an atom in the balance of justice. They receive immediately 25 per cent. for their purchase money; while the midshipman and master's mate may expend double the sum before they obtain a commission; besides the difference of situation in the two services, which must, generally, render that of the one more than an equivalent to the sum the other gives for his commission.

* Since the above was written, I have read some just observations in the NAVAL CHRONICLE, to the same purport, by a writer who signs himself *Philo-Nauticus.*—*Vide* Vol. XXXII. page 202.

At the close of a war, every officer in the army, if he have purchased his commission but a year, a month, a week, or a day, is entitled to a considerable interest for his purchase money. If an ensign give 300*l.* for his commission, and receive 3*s.* per day half-pay, this is an interest of 18 per cent.; but the midshipman and master's mate, who may have expended an equal sum, or more, in the service of their country, to support the respectability of their station, after *six*, *eight*, or even *ten* years servitude, may be discharged when peace takes place, at the age of 22, 24, or perhaps 30, without any remuneration for their wasted patrimony; and what is still more serious, without any compensation for so valuable a portion of their life, devoted, in an humiliating situation, to the service of their country. Your Lordship and the country must perceive, what inestimable loss this must be to young men so situated; and that the servitude itself is more than an equivalent, if the subaltern in the army were to give more than he does for his commission. The case of the two last mentioned classes of officers in the navy, especially of those who have passed their examination as candidates for promotion, surely demands serious consideration. The country is alive to their situation, and anxiously expects, that his Majesty's ministers have extended, or mean to extend, their protecting hand to men, from amongst whom must come those who are hereafter to lead the British fleets; direct their operations amidst the exigencies of war; and against the formidable array of her combined enemies.

All human calculations respecting the future may prove miserably erroneous. The last twenty-five years have been fertile in proofs to establish this assertion. Did not men, who understood not the nature of the French Revolution, imagine, that the dawn of long and happy peace was opening on the nations? When behold, it was producing the most fearful scourge that ever afflicted the human race. Under the semblance of humility and humanity, it brought forth the most proud, overbearing, and cruel monster, that modern Europe ever beheld. Three years have not yet elapsed, when the power of France and her government appeared so mighty, and firmly established, as to bid defiance to coalesced Europe; but behold, the time was advancing in rapid flight, appointed by the decrees of unerring Wisdom and Almighty Power, when they should be hurled from their stupendous height, to the astonishment of the wondering nations.

France and America calculated upon Great Britain falling from the height on which she stood, by the separation of those colonies now called the United States. They knew not, that by the separation of such vast excrescencies, chiefly nourished by the body of the parent state, she thereby would acquire an unexpected degree of vigour, and grow in might, to the astonishment of her enemies.

Amongst nations and governments, as amongst individuals, a return of good offices is not always to be expected; but often the contrary; therefore, the British nation cannot depend upon the friendly and pacific dispositions of governments, who may, in a great measure, owe, to her exertions, their existence and independence. The restless and intriguing spirit of a neighbouring nation, jealous of military fame; the general feeling, far and

near, of all maritime states, at her naval preponderance, notwithstanding it was the instrument, in the hands of Divine Providence, to preserve Europe and the world from utter subjugation, and being held by the chains of the Conqueror; yet there can be no hope to Britain, but from the formidable attitude of her military power; the prominent feature of which is, and ever must of necessity be, her NAVY, while she has colonies and commerce to protect. If ever driven from these sources of national opulence and strength, her naval power must decline; and she will then inevitably descend from the present height of her national glory and fame. Nor could all the exertions of her victorious armies prevent it; nor, in the least degree, that partiality which glares through every rank of the land service. Far be the thought, that ever this will be the case; but in order to prevent it, is it not, my Lord, the imperative duty of the British government to cherish that arm of her power, which ever has been, and ever must be, while the nation holds her present elevated rank, foremost in the face of danger, the first to assail her adversaries, and by whose aid only she can reach the neck of her enemies.

I had written thus far, when informed of the intimation given by the Secretary of the Admiralty Board, respecting the bill to be brought into Parliament for amending the present constitution of the navy, and assimilating the two services, as nearly as their natures will admit. Into the naval constitution, new modelled, ought to be interwoven some equivalent for the immense number of sinecures attached to the army more than the navy; which might be done in some measure by such a plan as has been proposed, that of giving the old commissioned officers under flags, an opportunity of retiring, after long servitude, on a greater half-pay than any allowed at present; while the half-pay of officers of equal rank with those in the army ought to be the same. But if any objection appear well founded to this proposition, let it be after *eight* or *ten* years of rank that the navy attain to the same half-pay as the army; which would still have a decided advantage to the latter: But wherefore? I must confess I can give no reason.

It must be hoped, that the registering of seamen will extend to all, as proposed in my letter to the Earl of Liverpool; that the government may know every British seaman *by name*, from the day of his first entry on board of any vessel; his age, the day of his death, or where left, if not returned in the vessel which carried him from the United Kingdom; and the cause of being left behind: yet without pensioning any more than those who may have served a certain time in the navy. The country must rejoice that a liberal promotion is to take place amongst the midshipmen and master's mates, and that the remainder are to be retained in the service. The present feeling of the world towards the maritime power of Great Britain, more especially that of France and America, most earnestly and loudly calls upon her government to cherish, by every means, this bulwark of national prosperity and strength. The country is fully aware of its importance, to maintain her power and independence: and let the throne remember, that the glory which now surrounds it has principally emanated from the victories of the navy; and that without maritime pre-

ponderance, Great Britain cannot retain her foreign possessions, nor transport armies to fight her enemies on their own fields, and to carry their hostility and aggression into their own bosom.

Your Lordship and the country have seen the effects of ships of war being manned by *prime seamen*; this, more than any other cause, has given the Americans such an advantage over vessels not greatly inferior in number of guns. For, if two sloops of war meet, the English with twenty 24-pounders, manned with 120 men, say 50 or 60 of those able seamen, the rest ordinary, landsmen, and boys; it may be, many of them feeble, and not able to endure much bodily exertion, as is now the case with most vessels in the navy; if this vessel, so armed, and so manned, meet with an American, carrying 22 thirty-two-pounders, and having on board 160 prime seamen, besides boys; speaking according to human probability, what less than a miracle could give the former any chance of escape? From being the carriers of the world, the mercantile navy of America is suddenly deprived of this lucrative employment, and the only doors open to her seamen, greatly increased by this cause, are, their navy and privateers, into which prime seamen crowd, as many as they choose; this circumstance, combined with their general superiority of weight of metal, and always, at the least, *three* to *two* in number, has, *in my opinion*, given the American vessels of war such a decided advantage, that no skill or bravery on board of the British vessels could counterbalance. Under the old French government, when that nation had a considerable traffic with her colonies, and distant parts of the world, their ships of war generally acquitted themselves better than during the late war, at the commencement of which the flower of their seamen were destroyed on shore; many at the battle of Jemappe.

Late events, though upon a small scale, must (at least ought) convince the country and government, of the *absolute necessity* of securing the services of seamen to the state, and of increasing their number. Perhaps the time may not be far distant, when Great Britain must contend on the ocean, not merely for victory, but for the very existence of her navy. Let the country and her government keep such an event in view; let them be prepared for it, and all changes that may arise out of the present state of Europe. A few years will considerably recruit the broken navy of France; your Lordship and the country must be well aware of the temper of that nation; and how joyful it would feel, could it form a confederacy on the ocean, against the naval power of Great Britain. If the country and her government forget this, they will *fall asleep upon a precipice*.

I am,

My Lord,

Your humble servant,

*Arion.*

MR. EDITOR, *Penryn, 28th November*, 1814.

I INTENDED some time since to have given what I think, and what I believe to be, the origin of the word carronade, in answer to the inquiries of your correspondent, IRON GUN; but delayed doing so from time to time. As the subject is again mentioned in the NAVAL CHRONICLE for October, by your correspondent, J. E. I shall now execute my design.

I have heard it suggested, that *carronade* is not the proper appellation, but *cannonade*. No doubt the last syllable is taken from the last word; but there can be as little doubt the first of this kind of artillery was cast at the Carron foundery, and that the assumption of the syllable *ade*, from cannonade, was altogether arbitrary, in order to give the appellation *carronade* some relation to cannon.

I believe the first of this species of artillery were put on board the Carron smacks, about the year 1778, and the master of one of them, whose name, I believe, was Dick, and who formerly had been in the navy, having twelve-pounders on board, a great weight of metal in those days for small vessels, had shortly after an engagement with a French privateer of far superior force, but which got terribly mauled by the superiority of the weight of metal. If I be rightly informed, this circumstance first brought carronades into repute; they were introduced into the navy, and most, if not all, the line-of-battle ships under Lord Howe, at the relief of Gibraltar, had six, I believe, eighteen-pounders, on the poop. The Cambridge, I think, had a *sixty-eight* pounder on her lower, or middle deck, out of which, as I was informed, she fired small shells, which caused a representation from the Spanish admiral against this species of annoyance. As the captains in the navy, at least of ships of the line, were not partial to them, they were not continued on the poops. The French had them on the first of June, 1794. If any of your Correspondents can give a more clear account of the matter, it will, no doubt, be acceptable to your readers.

Yours, &c.

*Tom Bowling.*

Tom Bowling most cordially thanks the Editor for his *Gun of Attention*, and trusts that the signal has been obeyed by him, and that it will be generally so through the squadron; but the Editor and his *Crew* ought to make some allowance in the ardor of chase, as the *twigs* at the *Bow-line* cannot be then expected so regular as at other times.

*Query*:—Is *Bowling* or *Bowline* the proper appellation? From the form of the weather-leech of the sail resembling a bow, when the rope or line is hauled at full stretch, I am of opinion, it ought to be *Bow-line*.

*** The Editor is of the same opinion, and that the term *Bowling* has got into use merely because it runs off the tongue a little more glibly.

MR. EDITOR, *September*, 1814.

CAPTAIN THOMAS DICKINSON, who a few months ago was promoted to the rank of commander, was severely wounded when first lieutenant of the Andromache, at the capture of La Trave French frigate, in October last.* He is an officer of great merit, and I sincerely hope, that, ere long, he will be sufficiently recovered from his wounds to be able to serve afloat again. The estimation in which he was held by Captain Tobin, was expressed in the official account of the capture (although this part of it never reached publicity) of La Trave, after lamenting his wounds, as follows:—

"The zeal and professional talents of Mr. Dickinson I have long known, and endeavoured to appreciate; and on all occasions have sought with avidity his clear and comprehensive council; nor is it possible that I can ever cease to cherish a remembrance of it with the warmest gratitude."

And in a letter to Lord Melville, after stating the sufferings of Lieutenant Dickinson, Captain Tobin observed—

"Our affair with La Trave (the account of which I endeavoured to give as succinctly, and with as much humility as possible) will doubtless soon pass by. If I was at all prolix, it was in praising those to whom I shall ever be indebted, which, of all others, is the highest gratification a commander can feel; and in a warfare like the present, where the foe in general remain secure in port, too many opportunities do not offer for our bestowing it.

"Lieutenant Dickinson is an officer of great zeal, and very superior professional attainments. He was first lieutenant (alas! my Lord, he is now nothing) of the Andromache, when opposed to an enemy, fully equal to her in metal, and superior in men. True, my Lord, La Trave was under jury-masts, nor was the contest long (though a well-directed fire of nearly half an hour from La Trave's stern guns I barely noticed); yet, if short, it was by the prompt and steady conduct of the officers and crew I had the happiness to command, and particularly that of Lieutenant Dickinson, who, by an admirable precision in working the ship, anticipated my every wish."

I consider the NAVAL CHRONICLE as the only vehicle for conveying documents like the above; and, whenever they reach you, I consider it your duty to insert them, under a firm conviction, that you will have the thanks of many of your readers; some, perhaps, who have felt themselves rather in the "back ground," from the printer (we should hope) having taken a *reef* in the Gazette.

*X.*

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* *Vide* N. C. Vol. XXX. p. 443.

MR. EDITOR, *October 16th*, 1814.

IT has given me much surprise, that so great an omission should be made by the commanders-in-chief, captains, or commanders, who may have occasion to represent to the Admiralty, the merit and services of officers; that they should neglect sending their christian names: indeed, amongst the lieutenants, there are often many of the same name; so that numericals must be added, to distinguish them: and, as it happens that officers change ships often abroad, through that neglect of not mentioning their christian, or numerical, names, if any, their friends are at a loss to find out whether it is the same or not: by which they (for some time) lose the very great pleasure arising from such recommendation: the officers themselves must feel hurt on that very account. Instances beyond number of the sort have occurred this war, even in the last despatches from Penobscot, the lieutenants' names that were with the seamen were wrongly spelt; for, instead of Lieutenants Symonds, Botely, and Slade, it ought to have been Lieutenant James Symonds (2d), Samuel Mottley, and Henry Slade; and which I hope you will insert in your valuable Chronicle: it will give great satisfaction to those officers, and more particularly their friends. As I know of no better method of making this known, than through your interesting Chronicle, by inserting it, you will oblige the officers of the navy, as well as, Sir, your constant reader,

*Observer.*

MR. EDITOR, *5th December*, 1814.

HAVING very recently observed an acrimonious criticism on a note in the NAVAL CHRONICLE for last September, designed to illustrate a passage of a work called "Shipwrecks and Disasters at Sea," I am induced, through the same medium, to offer a few explanatory observations. Perhaps this has become the more necessary—first, from your correspondent, *Nihil*, having entirely suppressed the passage itself; secondly, from his having suppressed the first half of the note, which certainly tends to elucidate the remainder; and thirdly, from his reasoning on a solitary opinion, instead of founding on facts, he has misled himself, whereby he runs no inconsiderable hazard of misleading others.

Captain Drummond had been some time a prisoner in Madagascar, along with Robert Drury, but effected his liberation first; and the latter being afterwards alike successful, expresses himself thus:—"The captains being engaged in the slave trade, I assisted them in trafficking, and in a short excursion learned that Captain Drummond had been killed in the island, but that Mr. Benbow got home to England. It was said, though I could not learn the exact manner of his death, that one Captain Green, commander of an East India ship, was hanged in Scotland for the murder of him and his people." In illustration of this passage, a note is subjoined, suggesting the probability, that Captain Green was actually participant in the crime alluded to. Your correspondent treats the whole as chimerical;

and although he both commences and concludes his dissertation with maintaining, that "the subject cannot possibly affect the present generation, and possibly not the last," the following excerpts from the evidence on the trial of Captain Green, and the confessions and declarations of his crew, will shew whether there were reasonable grounds for believing his guilt:—

"For several years preceding 1705, two Scotish captains, Robert and Thomas Drummond, in different ships engaged in the same service, were missing. In the course of these years, a vessel, called the Worcester, with 35 or 36 men, commanded by Captain Green, went to trade on the coast of India, carrying out a sloop or launch, in frame work, which was put together in the Eastern Seas. The Worcester, on her return from India, put into a Scotish port, when some suspicious circumstances, conjoined with unguarded expressions of the crew, attracted observation, and led to the trial and condemnation of the captain and thirteen of his men, for murder and piracy."

George Haines, one of the crew of the Worcester, confessed, "that when they arrived on the coast of Malabar, they endeavoured to take a large country boat, which having fifty oars, got off by outsailing the Worcester and her sloop. That Coge Commodo (an interpreter, or native dealer) was then aboard the Worcester, and drawing his sabre, encouraged the crew during the chase. That the sloop sailed alone from Calicut, followed by the ship; and having discovered a vessel, the sloop endeavoured to get to the offing, to prevent her going to sea. The Worcester, then at anchor, slipped her cable, and fired a shot to bring the vessel to; which contained 12 or 14 men, all white, and sickly. That the vessel was then boarded, and the people murdered with pole-axes and cutlasses, and thrown overboard: and that this vessel was understood by *the crew of the Worcester to have been Captain Drummond's ship, and particularly he heard Captain Madden (mate of the Worcester), John Bruckley, and the deceased Edward Carey, say so.*" Haines further confessed, that he would have acknowledged the truth sooner, had not Captain Green's agents made him believe that the defences for the crew would certainly bring them off, "*and if they all agreed in one mind, and kept close mouths, there would be no fear, as nothing could otherwise be proved against them.*"

John Bruckley, cooper of the Worcester, confessed, "that after coming on the coast of Malabar, the ship and sloop chased a country boat, which escaped by means of her oars. That the sloop some time afterwards being seen in chase of another vessel, the Worcester slipped her cables, and went out to sea to meet them, and the sloop boarded the vessel, the men of which, 12 or 14 in number, were taken and killed, before being taken to sea, northward as he supposes. Immediately after the action, he heard the supercargo, *Callant, Captain Madden, John Roberts, and Edward Carey, say, that the vessel was Captain Drummond's ship, belonging to the Scots African Company.* After they came to an anchor, the taken ship rode under the stern of the Worcester."

From the evidence of Antonio Ferdinando, cook's mate of the Worcester, it was proved, "that Captain Green, Captain Madden, and others, were

on board the sloop, which maintained a running fight with the vessel afterwards captured: that the crew of the latter were taken up from below decks, killed with hatchets, and thrown overboard: and that he himself was wounded in the arm during the engagement: further, that Captain Madden threatened, if ever he told any person, white or black, of the engagement, he would kill him, and heave him overboard."

Antonio Francisco, servant to Captain Green, who was on board of the Worcester, declared, "that the preceding witness two days subsequent shewed him a plaster on his arm, and said, that he had got a wound in taking a vessel by the sloop; and that he forbid him to mention the engagement to any person."

Charles May, surgeon of the Worcester, gave evidence, that "while ashore at Malabar, he heard firing, and was informed that the Worcester was engaged: and next day he saw her riding, with another vessel at her stern. Having gone on board for some medicines, he saw her decks lumbered with goods, and on his saying to Mr. Madden, "*Sir, what have you got there; you are full of business?*" Mr. Madden cursed him, and bid him go mind his plaster box. That Antonio Ferdinando was wounded in the arm, and on examining the place, he found it to be a fracture, as if from a gun-shot wound: and other two of the crew were also wounded. That on inquiry of his patients, how they came by their wounds, Mr. Madden, who overheard what he said, bid him ask no questions, and likewise charged the patients not to answer any questions, on their peril."

Such, sir, is a very brief abstract of some leading features, of the evidence on which we are to found an opinion of the guilt or innocence of the company of the Worcester. But there were several important circumstances besides, such as Coge Commodo, who was reputed a great assister of pirates, clandestinely purchasing the captured vessel: the inability of the absent supercargo to get any account of the matter, and some of the crew endeavouring to make their escape, on being accused.

Captain Green, along with 13 of his people, were brought to trial before five judges, the Earl of Loudon, Lord Belhaven, Lord Arniston, Lord Blackadder, Lord Ormistoun, and fifteen jurymen; and they were defended by seven distinguished barristers. The trial occupied 14 days, at different intervals; all were found guilty, and condemned; Captain Green was respited during a week; and in the end only he and other three were executed, on the 11th of April, 1707.

It is unnecessary to make any comments on the trial, the deliberation with which it was conducted, or the extent of the evidence: but I will venture to affirm, that half the criminals who have since died on the scaffold, have been convicted on slighter testimony.* Yet such was the temper and complexion of the times, that this trial, occurring when the

* Here are several different individuals concurring in regard to a murder committed; some are wounded in the course of accomplishing it; injunctions of secrecy are given; a vessel is filled with goods not belonging to her, and one of the witnesses exhibited part of the spoil, in the clothes which he wore at the trial.

expediency of union with the sister kingdom was warmly debated, persons, animated by violent political animosities, or wilfully blind to what the dispassionate considered truth, were found to declare, that the criminals suffered unjustly. Thus the matter was swelled into consequence, of which it was little deserving.

Your correspondent does not seem aware of the import of these facts; but founding on the solitary opinion he has quoted, he conceives that he has at once overthrown the whole. Mr. Forbes, the author of that opinion, was a man of talents, integrity, and reputation; but these qualifications are not enough to detract from the talents, integrity, and reputation of others, of judges and jury. Thirty-two years subsequent to the event, he describes his own conduct on occasion of Captain Green's conviction, and maintains his belief of his innocence: in this strongly demonstrating, that he was more under the influence of that juvenile enthusiasm, which too often trenches on the dictates of reason, than guided by sober reflection. He was more capable of feeling for the sufferer, than of appreciating the facts. Can we be surprised that such should be the case with a youth of 18 or 19, which was then the age of Mr. Forbes? a period of life before judgment assumes its empire, and restrains the fervour of the passions. Yet all this is overlooked by your correspondent; who, on the conduct of this youth of 18 or 19, does not hesitate to impeach the truth of historical record, the candour of able and upright judges, and the integrity of a sworn jury. Nay, as if those who are of different sentiments, did something too reprehensible for expression; in crediting the facts exposed by the trial, he confidently asks, "What must we think of persons who unthinkingly (not to say worse) publish such stories?" But he should know, that facts established on historical record, by the united testimony of men, can only be disproved by other evidence, paramount to what has been given.—At the same time, as nothing is beyond the reach of possibility, Captain Green may yet be proved innocent. But nothing, at least nothing generally known to the public, has been produced to extenuate his guilt; and there is still sufficient reason to believe, that he and his associates justly suffered punishment for their crimes.

I am, Sir, you most obedient humble servant,

*Editor=Vindicator.*

MR. EDITOR, *Cambridge, January* 3, 1814.

I BEG leave to remark, what I cannot but suppose, from the general conduct of the work, an unintentional omission in the catalogue of deaths inserted in the NAVAL CHRONICLE. I allude, Sir, to the decease of Captain Alexander Anderson, royal marines, on board the Confiance, who perished, with the gallant Captain Downie, in the unfortunate conflict on Lake Champlain.

To you, Sir, who know nothing more of him, it may be, than his station in a most respectable branch of our tutelary service can convey, I do not recount, as an *incitement* to register his decease in our naval records, those good qualities which still live in the remembrance of his relatives and friends; but, as a tribute due to one whom more virtue than patriotic devotion adorned, and whose spirit has passed the boundary between this and another scene, I wish to record a few of those excellencies which dignified his station and his name.

Like many of his countrymen, for he was an Irishman, his generous heart knew no limit but that which fortune had placed to its expression. His manners were mild and polished; and the excellence of his heart wholly obscured defects from which his situation seldom exempts even the most stedfast.

Whether a different and more prudent, it may be a *plain*, line of conduct in our Admiralty, might not have spared to his friends and his country, in common with many another valuable life, talents and devotion, for more equal, and therefore, eventually, it might be, more honourable contests to the country, is not for me to decide. But much, as a friend of humanity I rejoice, and sincerely on this account I do, that a *prospect* is now opened, of staying the effusion of human blood; yet, I am not, in common with many of my countrymen, satisfied, that England emerges from the contest with that glory which her former achievements, her own ability, and the ardor and devotion of her *Sons of Tar*, justified our expecting she would.

The discontent I feel at a termination so different from what I had anticipated, will plead, I trust, my excuse for travelling at all from the subject of my letter.

I confide in your well-known candour for its insertion; and am, Sir, your most obedient humble servant, a constant reader, and

*Friend to our Wooden Walls.*

MR. EDITOR, *Plymouth, 7th January,* 1815.

IN the life of the late Captain Blyth, inserted in your XXXIst Volume, the name of the Portuguese minister is mis-spelt; in page 450, it says, "the Chevalier de Souza Couralvo, secretary to the Portuguese minister," it should be corrected to the Chevalier de Souza Coutinho, the Portuguese minister, and not his secretary: after this it goes on, "It appears, however, by Mr. Blyth's memorial, presented 3 years after this period;" now 1809 being the last year mentioned, that would make the date of the memorial 1812, evidently an error, as he obtained his promotion on the 5th of September, 1811. The facts are as follow:—When Mr. Blyth returned from Brazil in 1809, Mr. Speare, secretary to Sir Sidney Smythe, drew up a memorial for him, to Lord Mulgrave, representing his wounds, services, and claims to promotion; this was backed by Sir Sidney Smythe, and the Portuguese minister, and procured the order to go to the West Indies. On his return from that country, he again requested Mr. Speare's

assistance, who drew up another memorial to Mr. Yorke, then First Lord, and at the same time wrote a letter for him to Lord Mulgrave, detailing the disappointment he had experienced, and requesting a recommendation to his Lordship's successor at the Board of Admiralty: to this appeal his Lordship replied, that he could not interfere with the arrangements made by his successor; and that Lieutenant Blyth was only placed in a similar situation to many other officers. Mr. Yorke said very frankly he could not promote him from half-pay, and that the Admiralty lists were already so crouded, that he could not recommend his going to a foreign station; therefore, the best thing he could do for him, would be to appoint him to a frigate on the home station; and shortly after he was named to the Quebec; these are perhaps trifling corrections, but the mis-spelling the Chevalier de Souza Coutinho's name ought to be noticed.

*Philo.*

MR. EDITOR, *Edinburgh, 14th September,* 1814.

ON perusing in your number for August, the critique on Mr. M'Arthur's book, "*On the Principles and Practice of Naval Courts Martial,*" I am led to imagine, that your correspondent, "S." must, from inadvertency, have mistaken the author's meaning respecting the rule obtaining in the examination of witnesses: he makes Mr. M'Arthur state, as a question which can with propriety be put,* "Did you *not*, a few minutes before the time you have sworn, &c. and did you *not* at the same instant see him seize, &c." which, as your correspondent observes, is certainly in direct hostility with his precept, "that all questions put to a witness ought to lead to the fact indirectly and obliquely, but never directly or immediately." I am sorry I have not the fourth edition at my hand (the *third* has no such thing in it), but I apprehend the author, in quoting a question *which can with propriety be stated,* in elucidation of his argument, does not mean to recommend it as a practice; but, on the contrary, to shew it as an improper mode of putting a question to a witness; as it no doubt has a strong tendency "to suggest an answer agreeably to the wish of the party putting it."

It would be very strange, not to say absurd, if Mr. M'Arthur should recommend a mode of examination which is not only at variance with his own precept, but, as he well knows, directly contrary to the usage of naval courts martial, where a question with the *negative* in it, is never suffered to be put; for the obvious reason of having the improper tendency alluded to. I am, &c.

*Occasional.*

* See Vol. XXXII. p. 146.

MR. EDITOR,

ALTHOUGH you have made honourable mention of the services of the squadron under the command of Rear-admiral Penrose, in the Gironde, in the month of April last, and I believe inserted all the official notice that appeared respecting it, yet it strikes me, that very little information has been laid before the public, of the events which led to a British admiral's flag being displayed before the second city of France, and so far from the sea.

A recapitulation of the loss of the enemy on that occasion, has been put into my hands, by a young actor in the scenes that produced it; and I conclude it may be correct; but if any of your correspondents could furnish you with some of the interesting *details* which led to this conclusion, I am sure they would oblige many of your readers, and none more than your constant one,

*C. C. C.*

P. S. My young friend informs me, that a gallant officer, who has furnished several of the interesting representations your excellent engravings afford, was with Rear-admiral Penrose. The elucidations either of his pen or pencil would, I am sure, be highly valuable.

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*Recapitulation of the Loss of the Enemy in the Gironde, April, 1814.*

| | *Guns.* | | |
|---|---|---|---|
| Regulus | 74 | Burnt. | Their crews supposed to amount to nearly 1,500 men. |
| Sans Souci | 26 | | |
| Jane | 10 | | |
| Malouin | 8 | | |
| Gun-brig | | | |
| 3 gun-boats | | | |
| Gun brig | | Taken. | |
| 6 gun-boats | | | |
| 1 armed schooner | | | |
| 3 armed chasse marées | | | |

Fifty pieces of ordnance, several thousand stand of arms, powder, ball, &c. in the chasse marées.

The detachment which landed under Captain Harris, of the Belle Poule, entered successively the undermentioned batteries, spiked or destroyed the guns, threw the shot into the sea, &c. &c.

| | | |
|---|---|---|
| Point Coubre | 6 | 36-pounders, and two 13-inch mortars. |
| Point Negre | 5 | 36-pounders, and two 13-inch mortars. |
| Royan | 18 | 36-pounders, and five 13-inch mortars. |
| Sousac | 8 | 36-pounders, and four 13-inch mortars. |
| Meché | 10 | 36-pounders, and four 13-inch mortars. |

MR. EDITOR, *5th December*, 1814.

THE *mismanagement* of the navy appears to me, as it does, I am convinced, to the great bulk of the nation, *so very obvious*, that I would confidently hope, our late disaster on Lake Champlain will rouse the people of England to a just sense of the degradation our flag has sustained, and of the ruinous consequences to be apprehended from the miserable policy of the present Board of Admiralty. With very few exceptions, our war with America has been one of disaster and misfortune; I will not say of *disgrace*, because our officers and men *have* fought bravely, and almost in every instance their commanders have not survived to see the British flag lowered; but it is certain, that we have an enemy of no common character to contend with; he has, on every occasion, fought as if confident he could wield the trident of Neptune as well as ourselves; and in many instances, too many, I regret to say he has succeeded in obtaining victory. It is time, if we value our superiority, our boasted and long maintained empire of the main, for the nation to rise up *with one voice*, and to call on those in power to do their duty; to send *such officers and men* as are not only *willing* (for never was there a braver man than Captain Downie) but *able* to conquer: let the service be no longer trifled with, but make examples of those who send *guns* without *locks*, and *men* to man our ships in the *end* instead of the *beginning* of the year: it is evident they ought to have been on the Lakes in the month of May, instead of September. This subject has been taken up in the House of Peers, and will be investigated; but I tremble for our naval supremacy if it is *trifled with*, or *easily passed over*; our stake is of the utmost value to us as a nation, and if it is played for by inadequate persons, little conversant in the game of *short bowls*, we must and will assuredly lose. At present I see nothing like vigour or energy pervading the Board of A. and we hear more of Mr. Secretary Croker's salute at Brighton, and his *respectful* and *gentlemanly* reply to the petition of the merchants of London, than of the capture and destruction of American men of war or privateers.

If we are to continue the war with America,* for God's sake let us do it as Britons, and as the brothers in arms of a Wellington and a Nelson: otherwise, our laurels will wither entirely—they are already sickening and drooping. England expects *every man* to do his duty.

*Albion.*

MR. EDITOR, *Portsmouth, January 21*, 1815.

A SILENCE, bordering on apathy, has been hitherto preserved by the officers of the navy, lately released from French prisons, or their claims, if ever they have profferred any, must have been treated with indifference, or totally neglected. That more justice has been done to their brothers in arms, the officers in the army, is strikingly exemplified in

* This, and other letters of remonstrance (presuming on the ratification of peace by the American government), may now appear somewhat out of season; but as they point out, *specifically*, errors and omissions which, in a general view, might be, on future occasions, avoided or supplied, the admission of them is, on that ground, warranted.—ED.

the late decisions of government, expressed in the following paragraph, which appeared in many of the daily papers of the 17th to the 19th ult. "*Letters have been issued from the War Office, to all officers who have been prisoners of war in France, that the losses they may have sustained in the course of exchange with regard to their pay, will be made good to them at the national expense.*" That this is an act of justice, no one can deny; but why refuse it to the officers of the *Navy*, whose situation, as prisoners of war, was so much more distressing, on account of the smallness of their pay; whose losses, at the period of their capture, were necessarily much greater; and whose claims are certainly equal?

Permit me to trespass on your patience, by stating to you the situation of naval officers, when thrown into the hands of the enemy by the chances of war. During the war with France, which has lately been so happily terminated, many officers were made prisoners, in consequence of having been shipwrecked on the coasts of France. A smaller proportion was taken after engagements. Of the first, I need only mention those of H. M. ships Minerve, Shannon, Hussar, Magnificent, Blanche, Manilla, and Laurel; of the latter, the Wolverine, Vincego, Ranger, Calcutta, and Proserpine. In either case, *all*, or a great part, of their personal property, was lost, averaging, at the most moderate calculation, *one hundred pounds*, or full a year's pay to a lieutenant.

The state of a person fallen into the power of the enemy,* half naked, without money, without credit, with the horrors of captivity for an indefinite period before his eyes, is easier to be conceived than described. Marched from prison to prison, for 400, 600, nay, sometimes a thousand miles; guarded by brutal gend'armes, pinched with cold and hunger, worn out with fatigue; forced to herd with felons, to sleep nightly on the straw, whose last occupants were, perhaps, murderers, robbers, or deserters; suffering insults that could not be resented: the blows of the guards, and the scoffs of the mob.

Such, Mr. Editor, is a faint sketch of the commencement of the sufferings of the unfortunate prisoner of war, as experienced by all, previous to 1811. Arrived at the town destined for the dépôt of British prisoners on parole, the scene indeed changed, and comfort succeeded to the terrible journey that brought them there.

Before the famous Berlin decree, the loss in the course of exchange was comparatively trifling. After that event, it often exceeded 30 per cent. and has seldom been less than 25 per cent. or one fourth of the officer's pay, reduced already 10 per cent. by the income tax, and as much by the expences of agency, Greenwich Hospital deductions, &c. &c. The already moderate pay of the naval officer was thus diminished *one half*, or a lieutenant, who ranks with a captain of the army, was reduced to 50*l.* a year!

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* See Captain O'Brien's interesting narrative of his sufferings, whilst a prisoner in France, N. C. vol. xxviii. pages 338. 469; xxix. 43. 133. 226. 319. 429. 489. xxx. 54. 142. 218. 327; xxxi. 43. 137. 226. 321. 389.

When the *sacred soil* of France was profaned by the armies of the allies, the French government ordered the English officers to remove from Verdun, where they had so long resided; as their pittance of pay scarcely sufficed to procure them the necessaries of life, they could save nothing for emergencies. Their sufferings, during their journey to Blois, and subsequently to Guêret, were very great: they had to struggle against poverty, and a most inclement season. Their captivity at length ended with the reign of the man, who had for a season Europe at his feet; but its termination was not that of their sufferings. They arrived in England, their resources exhausted by the length and the circumstances of their journey—they had the world to begin again!—Some were promoted; others sought employment; some obtained it; but this employment brought with it ruin, or at least involved them so deeply with their agents, that years of economy, under the most favourable circumstances, will scarcely suffice to free them from the distress of pecuniary embarrassment. Still, however, employment held out the only hope of being able to retrieve their affairs. But even this last hope is blasted. Peace, hailed with rapture by the rest of mankind, has sounded to them the knell of their ruin.

Such, then, is a faithful picture of the fate of a large proportion of *old officers*, many of whom have bled repeatedly for their country. Why will not government stretch out a helping hand, to snatch them from the despair of their situation? Why will it not do them the justice that has been done to their brothers of the army? Why not compensate for the loss of their baggage, for the "*losses they may have sustained in the course of exchange, in regard to their pay?*"

I am, Sir, your most humble servant, and constant reader,

*Sisyphus.* *

P. S. The following recapitulation may not be uninteresting:—

| | | | |
|---|---|---|---|
| On being made prisoner, a Lieutenant loses property, on the most moderate calculation, to the amount of | £100 | 0 | 0 |
| Annual loss on *personal* pay during eight years, at 40*l.* 13*s.* 0*d.* | 325 | 4 | 0 |
| Loss from not enjoying the rations of provisions as on board ship, 10 years, at 25*l.* per annum | 250 | 0 | 0 |
| Expense of journey home, including loss of exchange, at least | 60 | 0 | 0 |
| Total | £735 | 4 | 0 |

* We feel much pleasure in laying *Sisyphus's* letter before our readers, and earnestly recommend to the consideration of the Right Hon. the LORDS COMMISSIONERS OF THE ADMIRALTY, the extreme hardship of the case of the officers therein alluded to; not doubting, but that their Lordships will take an early opportunity of directing letters of a similar tendency to that issued from the War Office, to be sent to such naval officers as have had the misfortune of being prisoners of war in France.—EDITOR.

MR. EDITOR, *Edinburgh, 17th September*, 1814.

MEANING this letter as miscellaneous observations on several communications in your number for August, I shall begin with your own remarks respecting the different treatment (in certain quarters) of the army and the navy; in which it is said, the preference originates in the deficiency of gentlemanly manners, *the result of a broken and neglected education*, in the latter. I certainly will not deny, that the gentlemen of the army are generally more polished in their manners than their brethren of the ocean; but this is owing to the frequent opportunities they have, and which the others have not, of mixing with female society; and not at all to their superior academical acquirements (a college, at any rate, is not the school of the graces): and although a young gentleman, intended for a sea life, must pursue his studies at a very early age, and consequently be very incomplete in his education, yet he is, for the following six years, *still under tutelage*: and it is the general, I may say the invariable, practice now on board all King's ships, for the captains themselves to superintend and encourage the youngsters in acquiring the learning necessary for their profession; nor is it left in the breast of the boys themselves to attend or not. Now, what is the case on the part of the army? A young gentleman gets a commission at 15 or 16 (formerly earlier), when his education is equally incomplete; and is thenceforward so much his own master, that to study or not depends entirely on his own will; and if he has the inclination, he has no one to direct him in his studies. Therefore, without being unduly partial to my own profession, I will venture to affirm, that the superiority is merely in superficial acquirements, and exterior graces (which, after all, we are not so entirely destitute of now, as in the time of Smollett's Trunnion, or even Miss Burney's Captain Mirvan). These are certainly very prepossessing on a first acquaintance; but I believe, that, on any topic of general and useful knowledge, the sea officer of rank will not yield on the comparison with his brother of the land.

That a great personage should ever have said, he only knew of "three perfect gentlemen amongst the officers of the navy," is as difficult of belief, as it is incapable of proof; though it would not be at all surprising, should the army have met with an *Accueil plus favorable* at court than the navy, when we consider that a great many of the attendants are military men; and until of late years, the appearance of a naval uniform at St. James's was a sort of phenomenon; none ever going to court, but perhaps an admiral or commanding officer, returning from some brilliant service: this was the case even within my own limited time of observation; but it is now very different; for almost every officer considers it his duty to pay his respects once at least at the levee, and at the drawing-room, where I have frequently seen as many blue as red coats. I believe also that they were just as well received as any others; for, after all, the etiquette of a court does not admit of much familiar colloquy.

Your correspondent, "Nestor," complains that the new naval lists do not contain any account of the station or service the ships are employed in, and says it ought to be rectified: he is not aware that the lists alluded to,

said to be published by authority of the Admiralty, are (I believe) expressly prohibited from making such communication; as affording (which Steel's List does) improper information in time of war to the enemy. That List being as common in France as any newspaper, or as it is in England.

I am sorry to observe the irritable manner in which your correspondent "J." remonstrates on the inadequacy of the late augmentation of the navy half-pay; I do not mean to say, that the addition is equal, either to the merits or expectations of the several classes of officers; but I may be allowed to observe, that the language in which the complaint is couched, never had, nor ever will have, the desired effect: I think, on the contrary, that the frequency of such, may lead those who have the power, to imagine that it is impossible to satisfy, and therefore needless to attend to them. I do not exactly know what the relative prices of provisions a century ago and now, are; but 50 years ago, which is within my own knowledge, the quartern loaf was 6*d.* or 6½*d.* which is now 1*s.*; and the porter, which is now 5*d.* or 6*d.* was then 3½*d.* or 4*d.* Butcher's meat *not* double now to what it was then; and another good criterion, posting, which is now 1*s.* 6*d.* (in some counties only 1*s.* 3*d.* a mile) was then 9*d.* At that time the half-pay of all lieutenants, except a very few, was only 2*s.* a day, and commanders 4*s.*; at present, the lowest of the commanders have 8*s.* 6*d.* and all the others 10*s.*; the lieutenants 7*s.* 6*s.* and the lowest 5*s.* which is constantly in the way of increasing, as one rises on the list. I infer, therefore, from the comparison, that the half-pay is not so inadequate to the rise of provisions as many suppose; but I must repeat, that I do not speak to the increase as equal to the merits of the expectants, nor to the wants of those who have families: which, however, I believe, does not enter into the contemplation of government, unless where an officer falls in battle. The widows of *all* officers, indeed, is an exception; but their pensions arise (partly) from the contributions of officers themselves; there being a stoppage of 3*d.* in the pound from their pay, for that express purpose.

I am, your's, &c.

*Occasional.*

MR. EDITOR, *North Yarmouth, January 7th,* 1815.

HAVING considered your most valuable work as a proper channel for communicating any necessary or useful information to naval officers, I am of opinion, it would greatly tend to decrease the vast number of mistakes which seem daily to take place, owing principally to the officers' general want of knowing the proper forms of application for half-pay, were you to be good enough to give publicity to the accompanying forms.

I am, Sir,

Your very obedient humble servant,

*A Lieutenant.*

FORM OF APPLICATION.

SIR,

I have to [or I herewith] transmit the usual affidavits, and request you will be pleased to remit the half-pay due to me as a of the Royal Navy, for the quarter, ending , and that you will please to make the bills payable by * , and direct to me †

I am, Sir, Your humble Servant,

*To the Treasurer or Paymaster of His Majesty's Navy.*

---

FORM OF AFFIDAVIT.

To Wit,

This Deponent, voluntarily maketh oath, that he hath not enjoyed the benefit of any public employment whatsoever, either at sea, or on shore, between the and the

Sworn before me,
this day of

---

FURTHER INFORMATION.

*Navy Office, London.*

The paymaster of the navy begs to acquaint you, that it is necessary, after the expiration of every three calendar months, to transmit with your application for the remittance of the half-pay due to you, the usual affidavit required at the pay table.

You will please to send it, under cover, to the "Treasurer or Paymaster of his Majesty's Navy, London," and your half-pay will be remitted in due course, as soon as money shall have been issued from the Treasury for that purpose, of which due notice will be given by advertisement in the Gazette.

As considerable inconvenience and increase of correspondence frequently arise from a want of knowledge of the proper address of the Revenue officer from whom it may be most convenient for the party to receive payment of their bill, the paymaster takes the liberty to subjoin a form of application and affidavit, which he requests you will be so obliging to conform to in future.

A declaration of your income is also required (at the same periods) by the assessors of property tax at the *Navy Office*, to whom you should transmit the same, in form as follows; *viz.*

I ‡ do declare that I have no property whatsoever, except that which arises from my half-pay as Lieutenant in his Majesty's Royal navy.

N. B. This form being neglected to be sent, will cause non-payment till the following quarter.

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* Here mention the revenue officer of whom it will be most convenient for you to receive payment of the bill.

† Here give your address. ‡ Here mention your name.

# HYDROGRAPHY, PILOTAGE, &c.

## EUROPE.

### BRITAIN.

*An entire New and Correct Chart of the Banks, Channels, Soundings, and Anchorages, at Low Water Spring Tides, drawn up from the Angles taken and correctly projected on a Trigonometrical Plane, extending from the Point of Ayr to Formby Point, and comprehends the Harbour of Liverpool, from an Actual and Faithful Survey, completed in* 1813, *and followed up to the present Date; with Sailing and Turning Directions for both Channels, accompanied with a General Information of the Coast, and also for leading into the Anchorages in the Night.* By Thomas Evans, Lieutenant R.N.

*Introduction.*

AMONGST all the improvements of navigation, the sextant will be found to share with the foremost; added to this a good chart; for on these two hang most dependencies of navigation, and they may well be termed the mariners' guides. It does not appear that an actual survey of Liverpool has been taken for many years past. In 1776, Captain John Williamson published a general chart of this coast. In 1781, Mr. P. Burdell published his chart of the bay of Liverpool. Up to 1811 and 1812, Messrs. Whittle and Laurie, and Heather, brought forward their charts of Liverpool; and shortly after my arrival in August, 1812, a chart of the harbour of Liverpool was put into my hands, very ingeniously drawn up (as I was faithfully assured), under the direction of Mr. John Cummins, harbour-master of Liverpool; and in November following, a chart of the entrance into Liverpool was published by the widow of the late Mr. James Kay, pilot. By a reference to all the charts drawn up since Burdell's time, in 1781, and now compared with this survey of Liverpool up to the present day, it will be found that they are all copies, with some alterations, from Burdell, the only actual surveyor we have heard of since that period, and that a material change and alteration has since taken place, both in the formation of the banks and channels; and on the land side (in consequence of the channels shifting), old land marks have been pulled down, and new marks erected in their stead. The last change at Formby took place in October, 1811, the N.W. mark being moved 1000 yards to the northward.

It may be admitted that a chart, well set-off with nice drawings and engravings, will incite a greater inducement for its sale than one indifferently so, and that one man is artist enough to draw landscapes, and copy neatly from others' works; another may possess a share of mechanical knowledge; whilst a third may be seaman enough to be a tolerable judge of things in a nautical way—even the pilots themselves, a very respectable and well-deserving body of men, who are qualified and capable of their undertaking, and equal to the trust placed in them, literally admit, that much more science is wanting to make the complete nautical surveyor;

therefore any chart exhibited for sale, unless made from an actual survey, not only bids fair for the destruction of navigation, but also of the many valuable lives depending on its correctness. To prevent, therefore, any occurrence of this nature, I have attended the work daily whilst in the hands of the engraver, and have placed every spot in its true position on the plate, by their respective angles.

Bidston and the Lezza stand high, are two very conspicuous and distinguished light-houses, and most conveniently situated for leading into Liverpool: they are clear and good lights, as well taken care of as any along the coast; notwithstanding such advantages, these lights, in gloomy southerly winds, and thick weather, either by night or day, render but little guidance to the mariner outside of the banks, especially in long winter nights, blowing hard; therefore, nothing could contribute, or be placed on the land side to relieve such want, or give ample encouragement for the safety of the navigation into Liverpool, but the adoption of that valuable Floating Light, where it is now placed to point out the danger, and which also serves for a meridian to lead up to, and take a departure from, for entering the channels by night or day. In consequence of a letter that I sent to the secretary of the Docks on this subject, dated August, 1812, (after I had surveyed Helbre swash-way and those parts, touching the practicability of such an undertaking), it was arranged and settled by a committee on the 15th of the same month, at which I was present.

It appears that Gerard Mercator was the first who conceived means of effecting a sea map in a manner convenient for seamen: but although Mercator, in 1569, set forth an universal map thus constructed, it does not appear, neither does he tell us, upon what principle he proceeded to measure a base line, or a degree, on the earth's surface. Mr. Richard Norwood is the only one in England who performed this problem, with any tolerable degree of accuracy, of which an account is given in his *Seamens' Practice*. In June, 1635, he made observations at York, and before in London, and, with a chain of 99 feet length, measured the distance between the former and the latter, and found that a degree of latitude between those parallels in round numbers was 367200 english feet. But it appears that Norwood paced * some of his distance, and did

* "Now touching the experiment, I confess," says Norwood, 'that to have made it so exact as were requisite, would have required much more time and expence than mine ability; yet having made observations at York as aforesaid, I measured for the most part the way from thence to London, and where I measured not I spaced, wherein, through custom, I usually came very nigh the truth, observing all the way as I came, with a circumferentor, all the principal angles of position or windings of the way, with convenient allowances for other lesser windings, ascents, and descents, and these I laid not down by a protracter of the usual manner, but framed a table much more exact and fit for the purpose."

The reader will find, by Norwood's account of his measurement, that he must have had both an expensive and a tough job, to have lugged a chain of 99 feet length, from York to London. I purpose next summer, to measure a degree of latitude on the earth's surface, in the neighbourhood of Liverpool, upon my improved principle.

not observe the vertical angles, or those of ascent and descent, with that degree of accuracy which is absolutely necessary in so important a problem; therefore, the above measurement of a degree on the earth's surface, compared with the celestial arc, is only approximation to the truth. In 1756, the Royal Academy of Sciences at Paris appointed eight astronomers to measure the length of a degree of latitude between Paris and Amiens, yet we are not told of what length their base line was, nor the manner this measurement was performed: here it may seem extraordinary, that while so many great men have contributed to carry the science of spherics to a degree of perfection, yet none have condescended to simplify the practice of plane trigonometry in nautical surveying, or write a treatise adapted to the common purposes of scholastic instruction; though a work of this kind has been for a long time so much wanted, that those who pretend to teach surveying, have been mostly obliged to consult manuscripts.

The art of surveying the sea coast and harbours, has for its undertaking the greatest beauty, and affords more room for a display of professional science, than any other branch in the great scale of plane trigonometry. Therefore, to construct a sea chart, great precision is necessary, both in taking of angles and the projection, on which hang all the dependencies of the chart: great care also must be taken that the angles do not cross each other too obliquely. Indeed, a thorough knowledge of projection is indispensably requisite in surveying; nor does it appear of greater consequence in plane trigonometry than in spherics, and certainly ranks the foremost in pure mathematics; for nothing contributes more effectually to fit the mind for the subject, than by drawing the figure under consideration, where both head and hand go together; because the impressions thus made on the memory are likely to be more permanent, being confined within the limits of a circle, drawn on a small piece of paper, as represented to the eye both in figures the first, and second. Thus a complete subject is explained by a simple operation, and thereby a difficult task is converted into an easy and profitable instruction.

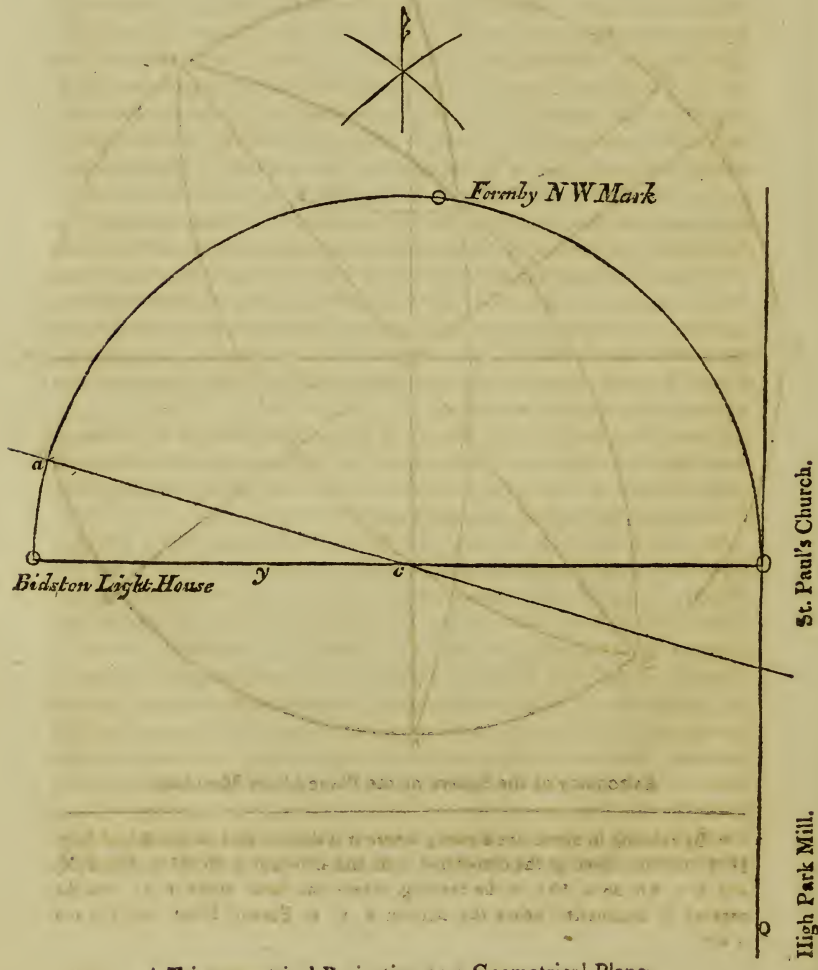
I have therefore projected this actual survey of the harbour of Liverpool on a trigonometrical plan, differing in its performance widely from all other methods now generally exercised in surveying; and is the first chart drawn up on this method, being my own invention.

By examination into the work, it will be found that the whole survey is carried on by angles, and ultimately one measurement, between any two objects, contained within the projection measured off the ground, and not from measured base lines on the surface, with chains over ascents and descents, and angles taken from their extremities; a method of surveying incapable of deducing the truth, which for a series of years has been carried on, and is now taught and written upon at some length in most books of navigation. It is then not to be wondered at, we are constantly told by mariners, that the headlands along the coast, whose meridians are laid down in charts of the present day, are found to differ materially from noon-day observations of the sun, compared with the bearings of such headlands then in view at the time of observation. Some hydrographers construct charts, having the variation allowed on their projection; this may

answer in a chart of some length, but as to local situations, it seems more to puzzle than to be of real use; especially in the coasting line, where the tide operates greatly on the course steered, and is more to be consulted and attended to than the variation, in so short a distance. Besides, half the trade to this great maritime town is carried on in coasting vessels, which steer on rhombs by compass; therefore, when entering the channels into Liverpool, the variation will be of very little use.

Figure the first, contains a trigonometrical projection on a geometrical plane, wherein are the angles of Bidston light-house, St. Paul's church, and Formby N.W. mark; which periphery determines, that St. Paul's and High Park Mill are both on the same right line, and fall exactly under the magnetic poles of the world; and their respective bearings are given on the chord, independent of either compass or variation.

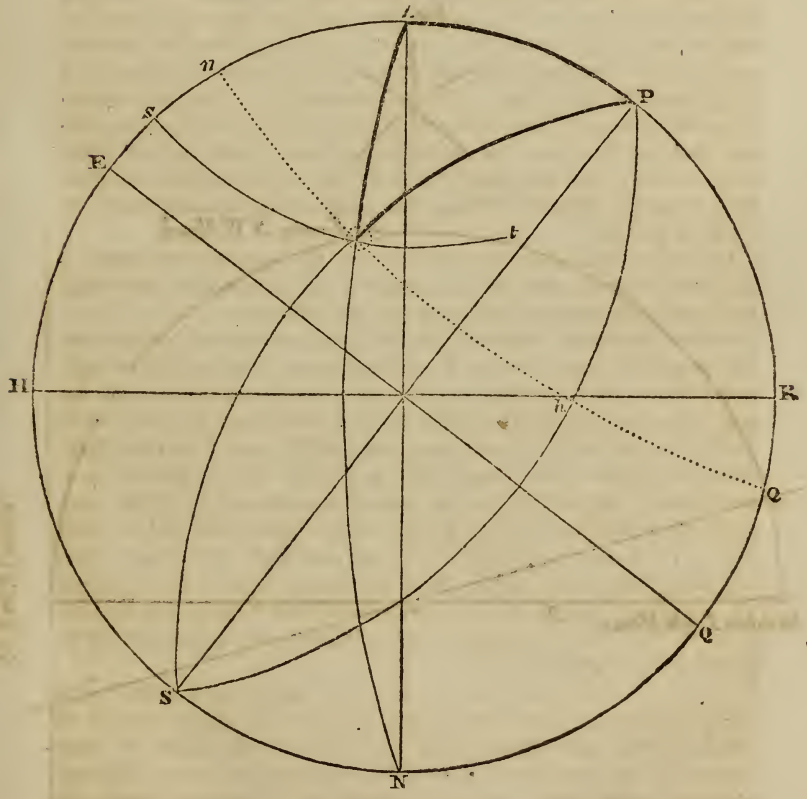
*Fig.* 1.




A Trigonometrical Projection on a Geometrical Plane.

Figure the second, contains a projection of the sphere compared with the globe, when rectified for the meridian and latitude of Formby Point, and the angle o. P. z. determines that the latitude may be found sufficiently exact by a single altitude of the Sun, either before noon or after, as it will appear by the work.* The observation, as shewn by the figure, was made in the afternoon, on the 8th of July, 1813, on Formby Point, and deserves attention amongst seafaring men, especially on entering the channel from a long voyage, where the latitude is the chief and best guide. This projection also proves, that the latitude is obtainable by equal altitudes of the sun taken before noon or after, which observations I have put in practice for many years, and insert them here for similar ones to be made occasionally. It is easy and simple, as will be hereafter shewn.

*Fig.* 2.




Astronomy of the Sphere on the Plane of the Meridian.

* By refering to figure the second, where it is shewn, that on the 8th of July, 1813, the sun moved on the dotted line n. m. and arrives at o. 2h. 33 m. 55 s. P.M. and at h. 8 h. 33 m. 55 s. in the evening, where the hour circle P. S. cuts the parallel of declination below the horizon H. K. at Formby Point, and the sun is set.

*Information on the Projection of the Chart.*

This chart is projected according to the magnetic poles, towards which the needle in the sea compass is directed, and agrees with the face of the earth, taken and considered as if neither variation nor compass existed; and also, by observations made in the survey, I find that the magnetic poles pass through the centre of St. Paul's church, Liverpool, and touch the W. side of High Park Mill, and also pass 90 yards west of N.W. mark situated on Formby Point: and by the same angles and observation, I find the objects on the land, which answer nearly for an east and west line, are the north beacon on great Hilbre island through the Lezza light, and Mockbeggar-house, over the highest part of the land near the house, over the Rednoses, enters the Lancashire side half way between the canal bridge and lower Bootle mark.

Having thus satisfactorily determined the magnetic meridian, it became an observation, by a spherical triangle, to settle the bearings of the polar star, eastward of the meridian of St. Paul's and High Park Mill, and the result of these observations are, that the polar star is near 25 degrees east of the meridian of St. Paul's. By these observations, I have been able to settle the variation of the needle with great exactness, and by corresponding observations taken at the Rock Perch, Formby Point, and off Great Hilbre Island; and the azimuths taken at these three situations, which form a triangle, differ but trifling. The means of the observations will be found on the chart.

On Hilbre island, the distance between the beacons is 650 yards: a line from the south mark carried eastward, will be found to pass through the Lizza light-house, and the house over the Rednoses.

Bidston light-house, which is 55 feet high, stands near 300 feet above the level of the sea; and the Lezza light-house, which is 118 feet high, stands better than 300 yards from high-water mark, situated on a low flat part of the shore, several feet below the level of the sea. The line of these sea lights in one, will be found to pass over the S.W. end of the 4 feet flats; where also the line of the Grange Mill, and upper light at the lake, meet on the flats; on which spot a buoy is much wanted—and the N.W. buoy off Hoyle requires to be shifted a cable's length farther out, and the south buoy of the swash-way to be carried further westward. The Chester channel also, where there is neither perch nor beacon, requires to be buoyed off, *viz.* the north and south end of the Salisbury* bank, as well as the Point of Ayr, off which it ebbs 1500 yards; and one should likewise be placed off the Chester bar.

The rise and fall of the tides at Liverpool, and along the coast in its neighbourhood, are materially governed by the winds. In the channel off the Rock Perch and Rednoses, will be found the least depth of water coming in. At these places, a southerly wind raises the highest tide, and a northerly wind checks the rising of the flood-tide, and also causes the

* About the middle of September, 1806, a packet, with about 130 passengers on board, from Parkgate for Dublin, was stranded on the Salisbury bank, and every soul, except four of the crew, perished.—Note, there is 7 and 8 fathoms water a cable-length off the west side of that shole.

greatest drain on the ebb. It flows there 10h. 56m. full and change of the ☾, and the highest tide is 12h. 15m. or two tides after the moon has passed the meridian.

On the 20th September, 1812, the wind was southerly; the tide flowed that morning 20 feet 6 inches, at the Old Dock-Gates; whilst at high water the same day in the channel off the Rock Perch, the tide rose 35 feet, and off the Rednoses 33 feet: but the next day the wind was northerly, and according to the tide table,* it flowed 21 feet, yet I found 3 feet less water in the channel off the Gut buoy and Rednoses.

On the 22d, the wind continued at N.N.E. when in the channel off the Rednoses I found the drain so great on the ebb at low water, that my boat grounded on a hard stoney bottom, similar in size to those on Seacomb point. The same day at low water in the channel, I found a part of the patch shoal, and the bank called the Mayor's Arm on the chart, dry, and such desertion of water in the channels as if the banks would close; Drinkwater's Spit, (so called on the charts,) dry all the way from the sand-hills at Dove point, out along near the N.E. buoy, then tailing just clear of the former spit; and the only opening into Hoylake then left was close to Jackson's buoy, where I sounded with the strop of the lead above water. The shoal called Drinkwater's Spit formed a kind of a middle shoal.

By the rise and fall of the neap tides, I find that southerly and northerly winds have a similar effect on the flowing and ebbing; which effect may be considered to arise, in consequence of the channel from Holyhead outward being upon a S. W. by S. line, so that when the wind blows the least fresh from that quarter, the course of the flood tide is increased, and its influence immediately felt at Liverpool; that in the channel off the Rednoses, at high water neap tides, southerly wind, there is 20 feet, and 16½ feet with a northerly wind; and the stream of the flood at neap tides runs about two knots, and rises in general 14½ feet, wind northerly.

Up to March 1813, the mark for the north extremity of the middle bank, was the Canal Bridge and upper Bootle mark; but since that period, that bank has not only advanced to the northward, but also to the westward, and to this day, will be found nearly to touch the line of the two Bootle marks. It is therefore necessary in coming in, to keep upper Bootle mark a sail's breadth open to the northward of the lower mark; for in that line is the deepest water, and the most room left to the southward of the Brazil bank, on your larboard hand: besides, the Glass-house at Bootle, kept half way between the two Bootle mills, will answer, up to the present day, for a leading mark to clear the Brazil bank coming in through the Rock channel.

That the most spungy of the sand banks do, on certain winds, shift, may be seen from what is here related. Thro' the winter months of 1812-13, the marks for the highest part of Pluckington sand-bank off the Queen's

* From what is here given on the rise and fall of the tides being made irregular by the effect of different winds, and found to differ some little from the calculations made in the tide table, it must be observed, that it is a scientific computation on the moon's uniform gravitation in the equator, the tide becoming equally high in both parts of the lunar day; yet for all nautical purposes at Liverpool, the time of high water for every day throughout the year, will be found sufficiently exact in that small and popular book.

Dock, were a barn at Birkett on with a barn at Oxton ; but in one night, 28th February, wind at north, I found that the highest part had moved 200 yards more northward. This alteration induced me to examine the banks outside—on the 2d of March following, I found that the middle bank to the westward of the Rock Perch, had advanced 50 yards to the northward, and instead of the Canal bridge and upper Bootle mark, which till then answered for its northern extremity, it had nearly brought the two Bootle marks in one; and unfortunately in April following, two vessels turning out through the Rock channel, were stranded on the same middle bank.

[To be continued.]

## ASIA.

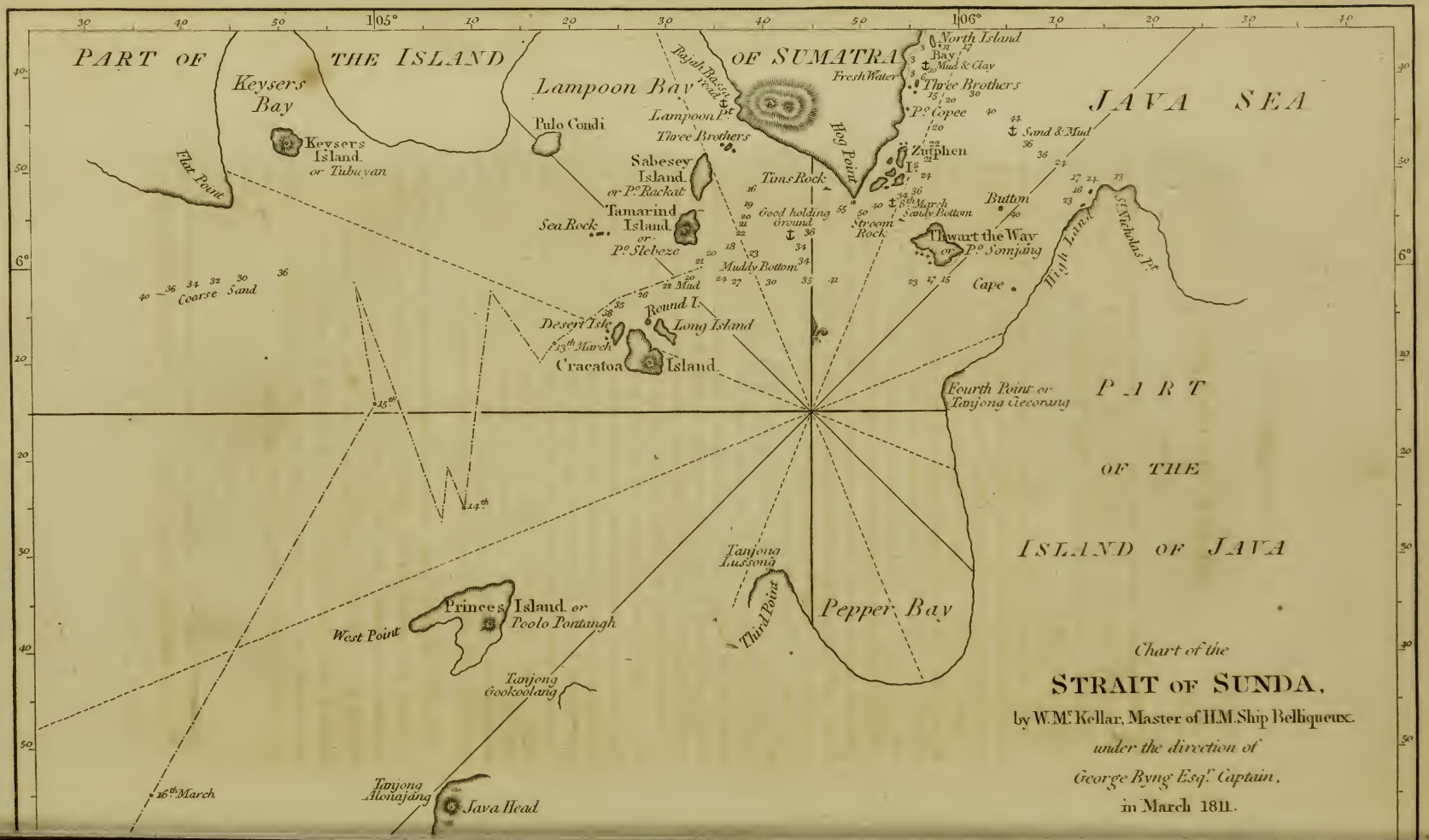
### NOTICE OF A LATELY DISCOVERED SHOAL.

[*From the Log-book of the Ship Frederick.*]

"MAY 20th, when steering for Torres strait from Port-Jackson, passed to the eastward of a large and dangerous shoal, hitherto undiscovered, or unnoticed. Its eastern side extends about eight miles N.N.E. and S.S.W. about three of which are under water, and thus gives the extremities the appearance of being unconnected ; but the breakers which are discernible in this vacancy betray the continuation. The southern part is considerably the largest, appearing to be the main body of the shoal. The extent of the back part, to the N.W. could not be ascertained while passing, as it exceeded the limits of the horizon. On each of the north and south extremities is a sand bank ; that on the north point the highest, and, to appearance, steep-to. The water was not in the least discoloured in its neighbourhood. The latitude of this point was deduced from observation 21° 1′S. and its longitude, *per* chronometer, 154° 28′ E. * * * * *

" 31st May. When at anchor off Murray's island, five or six canoes, crowded with natives from the shore, approached the ship, holding up the palm-leaf and cocoa nuts, in token of their amicable wishes, which was answered by hoisting a white flag. On this they threw one of the cocoa-nuts towards the ship, and when a boat was sent to pick it up, they exhibited strong appearances of satisfaction, making a great noise at the same time among themselves, and beckoning the boat to go on shore at a place where several other canoes were perceived lying ready manned. When the boat, however, returned to the ship, their noise grew still louder, they appeared to be highly displeased, and one, in particular, who had the air of a chief, was extremely violent in his strange gesticulations, stamped with great rage, and seemed to be issuing several orders to the other canoes. At this time, having one canoe on the quarter, another a-head, and the rest a-breast, it was deemed advisable to prevent the attack which they seemed to meditate, by frightening them ; and two guns, shotted, were accordingly fired over their heads. On this many of them jumped overboard—one canoe was entirely deserted, and the others made immediately for the shore. In this deserted canoe several bows and arrows were found, and a case, containing a kind of paste, which is supposed to be a poisonous composition. The length of this canoe was about 40 or 45 feet, and the breadth two : it was cut out of a solid log—had outriggers on both sides, about 6 feet each way, on which was a platform made of split bamboo—had the head and stern curiously ornamented with shells and emu's feathers, and had a piece of Europe bed-ticking on one of the bows."

*I. S. S.*


PART OF THE ISLAND OF SUMATRA
JAVA SEA
PART OF THE ISLAND OF JAVA
Keysers Bay
Lampoon Bay
Pulo Condi
Keysers Island or Tubuyan
Flat Point
Rajah Basso's Head
Lampoon Pt
Three Brothers
Hog Point
North Island Bay
Mud & Clay
Fresh Water
Three Brothers
Pt Copee
Sand & Mud
Zutphen I.
Sabesey Island or Pt Rackat
Tins Rock
Tamarind Island or Pt Slebeze
Sea Rock
Good holding Ground
Stream Rock
8th March Sandy Bottom
Button
Thwart the Way or Pt Somjang
High Land
St Nicholas Pt
Muddy Bottom
Mud
Coarse Sand
Cape
Round I.
Desert Isle
Long Island
13th March
Cracatoa Island
Fourth Point or Tanjong Geconang
Tanjong Lussong
Third Point
Pepper Bay
Princes Island or Poolo Pontangh
West Point
Tanjong Gookoolang
16th March
Tanjong Alonajang
Java Head
Chart of the
STRAIT OF SUNDA,
by W.M.c Kellar, Master of H.M. Ship Belliqueux.
under the direction of
George Byng Esq.r Captain,
in March 1811.

# PLATE CCCCXXIX.

THE annexed chart of that strait so famed in the annals of navigation, which separates the islands of Sumatra and Java,* is a contribution towards the hydrography of the Naval Chronicle, by Captain Lord TORRINGTON, R.N.

In KRUSENSTERN's *Memoir on a Chart of the Strait of Sunda*, &c. (1813) inserted in the preceding volume (pp. 419. 489), that navigator prefaces the justificatory part of his memoir by the following introductory observation :—" Although a strait so important as that of Sunda, frequented every year by more than fifty European ships, ought to be (as one would naturally suppose) perfectly well known; notwithstanding which, after having examined the charts of these coasts reputed the best, I venture to say that I have been convinced that there does not exist one, with which one can be entirely satisfied." And the same scientific observer concludes his memoir by the following postscript :—" The communication between Russia and England having been entirely broken off during five years by the effect of the war, I had heard neither of the death of DALRYMPLE, nor of the nomination of Captain HORSBURGH in his place, as Hydrographer to the E. I. Company, at the time I wrote the preceding remarks; so that, as well his charts published since 1806, as his great work on the hydrography of India, have remained unknown to me. It is only now, since the printing of my memoir, that I have received the work last mentioned. Without doubt I have not disguised to myself that, considering the happy union of advantages possessed by Captain HORSBURGH, such as his personal experience, his constant application, and that abundance of materials at his disposal exclusively, there can remain but very insignificant gleanings for any other labourer who should employ himself on the Indian hydrography, and above all for one who does not live in England; nevertheless, I think I ought not to suppress my work on the strait of Sunda; and the more so because, up to the present moment, there has not yet been published any new chart of that strait. It is said that Captain Lord TORRINGTON, commanding the English ship *Belliqueux*, has constructed a new chart; but it has not yet appeared; and, as I understand, he has communicated it only to the Admiralty, and to the directors of the East India Company." †

The chart herewith given, seems to carry with it every internal evidence of being the actual survey alluded to in the foregoing lines; and being moreover in a forward state of preparation, it has been deemed preferable to take this occasion for comparing the same with the Russian analysis, by laying it before the readers of the N.C. instead of the chart by which that contribution was accompanied: this latter, however, will not be forgotten; and can be produced at some future opportunity.

*S.*

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* Naval Chronicle, vol. xxx. p. 489. † *Ibid.* vol. xxxii. p. 502.

# NAVAL LITERATURE.

*Oriental Commerce, &c. By* WILLIAM MILBURN, *Esq.*

[Continued from Vol. XXXII. page 232.]

THE other heads are—Company's Assets, Government Securities, Company's Army, Standing Orders for Salutes in the Garrison, Regulations affecting the transmission of letters by the monthly mail to Bussorah—Provisions and Refreshments.

The last head in the Chapter, is, "Articles procurable at Madras, with directions how to choose them;" and having, from the first Volume, extracted Mr. Milburn's account of *pearls*, we shall take the liberty of quoting his remarks on *diamonds*.

"This gem has the greatest degree of transparency, is the hardest, most beautiful and brilliant of all the precious stones, and has been known from the remotest ages. Diamonds are found only in the East Indies and in Brazil, and are distinguished by Jewellers into *oriental* and *occidental*; the finest and hardest being always termed *oriental*, whether they are produced in the East Indies or not. Diamonds, when in their rough state, are either in the form of roundish pebbles, with shining surfaces, or of octoedral crystals; but though they generally appear in the latter form, yet their crystals are often irregular, they are lamellated, consisting of very thin plates, like those of talc, but very closely united, the direction of which must be ascertained by the lapidaries before they can work them properly. They are usually covered with a thin crust which renders them semi-transparent; but when this is removed, they are transparent. The principal diamond mines in India are, that of Raolconda in the Carnatic; that of Goni, or Coulour, also in the Carnatic; that of Somelpour, or Goual, in Bengal; and that of Succoudana in the island of Borneo. These gems are generally imported from Madras in their rough state, in small parcels called *bulses*, neatly secured in muslin, and sealed by the merchant, and are generally sold in Europe by the invoice, that is, are bought before they are opened, it being always found they contain the value for which they were sold in India, and the purchaser gives the importer such an advance on the invoice as the state of the market warrants. The bulses contain stones of various shapes and sizes. The chief things to be observed in purchasing rough diamonds are, 1st, the colour. 2d, the cleanness. 3d, the shape.

"I. Colour.—The colour should be perfectly crystaline, resembling a drop of clear spring water, in the middle of which you will perceive a strong light playing with a great deal of spirit. If the coat be smooth and bright, with a little tincture of green in it, it is not the worse, and seldom proves bad; but if there is a mixture of yellow with green, then beware of it—it is a soft greasy stone, and will prove bad. If the stone has a rough coat, that you can hardly see through it, and the coat be white, and look as if it were rough by art, and clear of flaws or veins, and no blemish cast in the body of the stone (which may be discovered by holding it against the light), the stone will prove good. It often happens that a stone shall appear of a reddish hue, on the outward coat, not unlike the colour of rusty iron; yet by looking through it against the light, you may observe the heart of the stone to be white (and if there be any black

spots or flaws, or veins in it, they may be discovered by a true eye, although the coat of the stone be opaque, and such stones are generally good and clear. If a diamond appears of a greenish bright coat, resembling a piece of green glass, inclining to black, it generally proves hard, and seldom bad; such stones have been known to have been the first water, and seldom worse than the second; but if any tincture of yellow seem to be mixed with it, you may depend upon its being a very bad stone. All stones of a milky coat, whether the coat be bright or dull, if never so little inclining to a blueish cast, are naturally soft, and in danger of being flawed in the cutting; and though they should have the good fortune to escape, yet they will prove dead and milky, and turn to no account. All diamonds of cinnamon colour are dubious; but if of a bright coat, mixed with a little green, then they are certainly bad, and are accounted amongst the worst of colours. You will meet with a great many diamonds of a rough cinnamon coloured coat, opaque: this sort is generally very hard, and when cut, contains a great deal of life and spirit; but the colour is very uncertain; it is sometimes white, sometimes brown, and sometimes a very fine yellow.

"II. Cleanness.—Concerning the fouls and other imperfections that take from the value of the diamond, we must observe, all diaphanous stones are originally fluids, and spiritnous distillations falling into proper cells of the earth, where they lie till they are ripened, and receive the hardness we generally find them of. Every drop forms an entire stone, contained in its proper bed, without coats. While this petrific juice, or the matter which grows in the stone, is in its original tender nature, it is liable to all the accidents we find in it, and by which it is so often damaged; for if some little particle of sand or earth fall into the tender matter, it is locked up in it, and becomes a foul black spot; and as this is bigger or less, so it diminishes the value of the stone. Flaws are occasioned by some accident, shake, or violence, which the stone received whilst in its bed, or in digging it out, and this frequently occasions an open crack in the stone, sometimes from the outside to the centre, and sometimes in the body of the stone, which does not extend to the outside; but this is much the worst, and will require great judgment to know how far it does extend. It takes half from the value. Holes are formed on the outside of the rough diamond, and must be occasioned by some hard particle of sand falling into the tender substance of the stones, which not being heavy enough to sink into the middle, remains on the outside thereof, like a black spot, and being picked off, leaves a round hole. The next and greatest difficulty will be to avoid beamy stones, and this requires more skill and practice than any thing yet spoken of; yet time and opportunity will enable you to discover them. Indeed a great many stones are a little beamy in the roundest (by which is meant the edges); but it is not so very material, though it diminishes the life of the diamond. By beamy stones are meant such as look fair to the eye, and yet are so full of veins to the centre, that no art or labour can polish them. These veins run through several parts of the stone, and sometimes through all; and when they appear on the outside, they show themselves like protuberant excrescences, from whence run innumerable small veins, obliquely crossing one another, and shooting into the body of the stone. The stone itself will have a bright and shining coat, and the veins will look like very small pieces of polished steel rising upon the surface of the stone. This sort of stone will bear no polishing, and is scarcely worth a rupee *per* mangalin. Sometimes the knot of the veins will be in the centre; the fibres will shoot outward, and the small ends terminate in the coat of the diamond. This is more difficult to discover, and must be examined by a nice eye; yet you

may be able here and there to observe a small protuberance, like the point of a needle lifting up a part of the coat of the stone: and though by a great deal of labour it should be polished, it will be a great charge, and scarcely pay for the cutting, and therefore it is to be esteemed as little better than the former. But if you are not very careful, they will throw one of these stones into a parcel, and oftentimes the largest.

"III. Shape.—This consists of three articles; stones in four points, stones in two points, and flat stones. Stones in four points consist in four equilateral triangles at top and the same at bottom, being a perfect steragon: this is the most complete shape and makes the best brilliants, and when sawed in four points, the best rose diamonds, which are esteemed more than others, whether shaped thus, or rough. Stones in two points are when four of the triangular planes are broader than the other four. This will make a thinner brilliant, lose more in the cutting, and will not retain so much life. For roses, it must be sawed through two points, and it will make fine roses, but not so lively as the former. Stones in the flat, are when the points are so depressed and confined, that you only see the traces where nature would have polished them, had they not been confined; and therefore they are irregular and distorted. In cutting these stones they do not regard the points, but make the flat way either roses or brilliants. These stones may be split rough in these shapes; they lose more in cutting than the others. All indian-cut stones are called lasks or lasques: they are in general ill shaped, or irregular in their form; their substance or depth is ill-proportioned; some have more of the stone substance at top than at bottom; the table, or face, is seldom in the centre of the stone; sometimes it is of an extravagant breadth, and sometimes too small, and none of them are properly polished. The chief thing regarded is, that of saving the size and weight of the stones. These stones are always new wrought when brought to Europe. Such as have the least stain, speck, flaw, or appearance of veins should be rejected. For the valuation of diamonds of all weights, Mr. Jefferies lays down the following rule. He first supposes the value of the rough diamond to be settled at 2*l. per* carat at a medium; then to find the value of diamonds of greater weights, multiply the square of their weight by two, and the product is the value required. For instance to find the value of a rough diamond of two carats $2\times2=4$, the square of the weight which multiplied by two, gives 8*l.* the value of a rough diamond of two carats. For finding the value of manufactured diamonds, he supposes half their weight to be lost in manufacturing them; and therefore to find their value, multiply the square of double their weight by two, which will give their true value in pounds. Thus, to find the value of a wrought diamond of two carats, find the square of double the weight that is $4\times4=16$, then $16\times2=32$. So that the true value of a wrought diamond of two carats is 32*l.*

"The largest diamond ever known in the world is one belonging to the Queen of Portugal which was found in Brazil; it is still uncut; it weighs 1,680 carats, and if valued according to the above mentioned rule, this great gem must be worth 5,644,800*l.* sterling. The famous diamond which adorns the sceptre of the Emperor of Russia, under the eagle at the top of it, weighs 779 carats, and is worth 4,854,728*l.* although it hardly cost 150,000*l.* This diamond was one of the eyes of an idol, in the island of Seringham, in the Carnatic. A French grenadier, who had deserted from their Indian service, contrived so as to become one of the priests of the idol, from which he had the opportunity to steal its eye; he escaped from thence to Madras. A captain of a ship bought it for 20,000

rupees; afterwards a Jew gave about 18,000*l.* for it; at last a Greek merchant offered it for sale at Amsterdam in 1766, and the Russian Prince Orloff made this acquisition for the Empress of Russia. The next diamond is that of the Great Mogul, and is cut in rose; it weighs 279 carats, and is worth, according to the above rule, being cut, 622,728*l.* Tavernier states, it weighed, when rough, 793 carats; if so, its loss by cutting was very trifling. Another diamond of the Queen of Portugal, which weighs 215 carats, is very fine, and is worth, at least, 369,800 guineas. The diamond which belonged to the Grand Duke of Tuscany, now to the Emperor of Germany, weighs 193½ carats, but it has somewhat of a citron hue; and it is worth at least 109,250 guineas. Tavernier mentioned having seen a diamond at Golconda, weighing 242 $\frac{5}{16}$ carats, for which he offered 400,000 rupees, but could not procure it under 500,000, about 62,500*l.* The diamond called the "Pitt," or "Regent," weighs 136¾ carats, and is considered worth about 208,333 guineas, although it did not cost above half that value. The diamond, called the "Pigot," weighs 47½ carats, and is an extremely fine one; it was disposed of by the Pigot Family in 1800, by lottery, for 22,000*l.* which exceeds its value, according to Jefferies's mode of calculation. Diamonds may be imported duty free, saving the duty granted to the East India Company on diamonds imported from any place within the limits of their charter."

[To be continued.]

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## *CHRONOLOGICAL SKETCH*

OF THE

## MOST REMARKABLE NAVAL EVENTS OF THE YEAR 1814.

### JANUARY.

PEACE signed between England and Denmark at Kiel, the 14th inst.

### FEBRUARY.

4. A fair on the Thames, the surface being frozen over above the bridges. The frost began Dec. 27, accompanied by an unusually thick fog, which continued eight days. A tremendous fall of snow followed, which prevented all communication with the northern and western roads for several days. This day the whole space between London and Blackfriars Bridges was covered with spectators.

13. The Custom-house, in Thames-street, destroyed by fire.

23. Official account of Peace between Bonaparte and Ferdinand VII. of Spain, signed the 11th of December, 1813.

### MARCH.

8. Lord Wellington, after defeating the enemy, takes possession of Bourdeaux, and the inhabitants declare for the House of Bourbon.

28. The American frigate Essex captured by his Majesty's ships Phœbe and Cherub, in Valparaiso Bay.

—. The Empress and King of Rome left Paris by order of Buonaparte.

30. At ten o'clock Joseph Buonaparte left Paris to its fate. The Allies were ready to attack, when Marshal Marmont proposed and effected an armistice.

31. The Duchess of Oldenburgh, sister to the Emperor of Russia arrived with the Duke of Clarence in London.

Same day, at nine in the morning, the Emperor of Russia, at the head of his troops, and the Allied Sovereigns, entered Paris. The preceding day was the finishing blow to Buonaparte's power; his armies being beaten and annihilated.

—. At two o'clock a Capitulation was signed, in which Paris was recommended to the generosity of the Allies.

## APRIL.

1. The Members of the French Senate met, and adopted a Provisional Government.

3. The Conservative Senate decreed, that Buonaparte had forfeited the right to rule in France, and released all persons from their oath of allegiance to him.

4. Hostilities between France and the Allies cease.

—. The Emperor of Russia, in the name of the Allies, recommends Buonaparte to choose a place of retreat for himself and family.

5. Buonaparte accepted the Isle of Elba, and renounced, for himself and heirs, the Thrones of France and Italy.—He had, a short time previous, issued his last Bulletin at Rennes.

—. A new Constitution adopted; and the Imperial Court of Paris invite the immediate return of the Heads of the Bourbon House to the Hereditary Throne of St. Louis.

12. Lord Wellington entered Toulouse, after gaining a complete victory over the French army on the 10th.

—. A general illumination in London, which lasted three days, for the restoration of Peace with France, and the downfall of Buonaparte.

—. Same day, Monsieur, brother of the King of France, entered Paris, amidst general rejoicing.—News of Buonaparte's departure for the Island of Elba was received while Monsieur made his entry.

—. The intercourse between France and England open.

15. The Emperor of Austria entered Paris, and was met at the barrier by Monsieur.

18. Genoa surrendered to the British.

21. Louis the Eighteenth made his public entry into London from Hartwell. The proceedings on the occasion were most memorable.

—. Honours of Knighthood, &c. conferred on the King of France by the Prince Regent, at Carlton House.

23. The King of France and the Duchess of Angouleme left London for Dover. After taking leave of his Royal Highness the Prince Regent, Louis the Eighteenth embarked in the Royal Sovereign yacht for Calais.

—. Same day, a Convention for a suspension of hostilities with France, by sea and land, was signed by Lord Castlereagh, at Paris.

25. The ports of the United States put under blockade by Sir Alexander Cochrane.

28. Buonaparte embarked at Frejus in the Undaunted frigate for Elba.

MAY.

3. The King of France made his entrance into Paris.

—. Same day, Buonaparte arrived at the Isle of Elba.

14. Defeat of the Spanish squadron belonging to Monte Video, by the Buenos Ayres squadron, commanded by Commodore Brown.

30. The Allied Sovereigns left Paris on their way to England.

—. Peace between England and France, signed at Paris.

31. Earl Bathurst notified the raising of the blockade of the Elbe.

JUNE.

3. Peace with France announced in London.

6. The Emperor of Russia, King of Prussia, and suite, embarked this day on board the Impregnable, the Duke of Clarence's flag-ship, and landed in the evening at Dover.

8. The Allied Sovereigns entered London—great rejoicings.

—. Carleton-house illuminated, and a splendid banquet prepared for the Royal Visitors.

9. A splendid and general illumination for Peace.

18. The Allied Sovereigns, with the Prince Regent, went in great state to a banquet prepared by the Corporation of London, in Guildhall.

20. Grand review of the troops in Hyde-park, by the Prince Regent, the Allied Sovereigns, and foreign Generals.—Peace with France proclaimed.

21. Monte Video capitulated to the Buenos Ayres army.

23. The Sovereigns and Princes reviewed the British fleet at Spithead.

27. The Emperor of Russia and King of Prussia, the Duchess of Oldenburgh, and suite, embarked in the Jason frigate, to land at Ostend.

28. The Emperor Alexander and the Duchess of Oldenburgh landed at Calais, on their return from England.

—. The Leopard, of 50 guns, bound to Quebec, bilged on a rock on the island of Antecosta. The crew, troops, and a great part of the stores, destined for Quebec, were saved.

JULY.

3. The Nelson, of 120 guns, launched at Woolwich.

5. A motion being made in the House of Commons for the expulsion of Lord Cochrane, his Lordship appeared and made a speech in his defence. After a long debate, the motion for the expulsion was carried; 140 ayes, and 44 noes.

—. The House of Commons having, on the motion of Lord Castlereagh, voted 50,000*l.* a-year to the Princess of Wales, her Royal Highness addressed a letter to the Speaker, stating that she would accept only 35,000*l.*

6. Thanks of the House of Commons voted to the Army and Navy, for their conduct during the late war.

7. Thanksgiving for the restoration of Peace: the Prince Regent and both Houses of Parliament went in grand procession to St. Paul's Cathedral, to attend Divine Service.

11. Moose Island taken by the forces under the command of Sir T. Hardy, and Lieutenant-colonel Pilkington. The possession of the whole of the islands in Passamaquoddy bay was the consequence of this conquest.

16. Lord Cochrane re-elected to serve in the House of Commons as a member for Westminster, without opposition.

28. The Swedes take the island of Kragaro from the Norwegians.

## AUGUST.

1. A grand Jubilee Festival in celebration of the Peace, and the Centenary of the accession of the House of Brunswick. The Temple of Concord and splendid fire-works exhibited in the Green and St. James's Parks. A representation of naval actions on the Serpentine. A fair in Hyde Park, which was continued 12 days. Mr. Sadler, jun. ascended from St. James's Park, in a balloon, during the festival.

8. First meeting of Commissioners, on the part of Great Britain and America, appointed to treat for peace, at Ghent.

9. The Princess of Wales embarked for the continent.

12. Expulsion of Lord Cochrane from the Order of the Bath.

13. Intelligence received, through the arrival of Botany Bay papers, of the massacre, in September, 1813, of a considerable number of the crew of a vessel, at one of the Fugee Islands, and of their being afterwards devoured by the natives.

15. Lord Castlereagh left town to proceed on his mission as British Plenipotentiary at the Congress at Vienna.

18. A malignant fever broke out at Gibraltar.

30. Alexandria, in America, capitulated, and delivered up the public stores, shipping, &c. to Captain Gordon, of the Seahorse.

31. Sir Peter Parker killed, in an attack on the American troops encamped at Bellair, in the Chesapeake.

## SEPTEMBER.

1. Fort Castine, in the Penobscot, and several other places, taken, and the frigate Adams destroyed by an expedition under Sir J. C. Sherbrooke, and Admiral Griffith.

8. The Avon sloop of war sunk by the American sloop Wasp, in an action off Kinsale.

9. Captain Barclay honourably acquitted by a court-martial at Portsmouth, appointed to investigate the loss of the squadron on Lake Erie.

—. Defeat of the British squadron on Lake Champlain, by the American squadron.

15. His Majesty's ship Hermes lost, in making an attack on the American Fort Mobile.

OCTOBER.

15. The Baring transport wrecked off Beerhaven, with 18 officers and 200 men of the 40th regiment; most of whom were saved.

NOVEMBER.

1. The Congress of Vienna was opened for settling the general pacification of Europe.

6. Two violent shocks of an earthquake at Lyons.

DECEMBER.

20. A strong gale of wind from the south and south-west did great injury along the coast.

28. A remarkably high tide in the River Thames.

## OFFICIAL PAPER.

*Admiralty Office, December 22, 1814.*

HIS Royal Highness the Prince Regent has been graciously pleased, in the name and on the behalf of his Majesty, and in pursuance of the power vested in his Majesty, by an act passed in the present Session of Parliament, to issue an order in council for improving the system by which pensions from the Chest and Royal Hospital at Greenwich have hitherto been granted on account of wounds, hurts, sickness, or debility, and for extending to the petty and non-commissioned officers and men, even though not disabled, the benefit of pensions adequate to their length of service, and to the rank they may have borne in his Majesty's navy.

The fleet will see, by the scale hereunto subjoined, that the ancient practice of smart money is continued, and that the pensions hitherto granted from the Chest are also continued, with some variations, beneficial to the general interests of the seamen and marines:—that the pensions heretofore granted from Greenwich Hospital to worn-out and disabled seamen upon uncertain principles, are now reduced to a fixed and more equitable system, in which the nature of the injuries received, and the meritorious services of the different classes of men respectively, have been carefully considered, and adequately recompensed:—that a new and most important benefit has been extended to the service; namely, that every man who may be discharged after fourteen years faithful service, even though he should not be disabled, has a right to claim a pension, liberally proportioned to the number of years he may have served—and that after twenty-one years service, every man, in addition to a pension of at least one shilling per diem, may demand his free discharge from the navy.

The Fleet will also observe the great reward and encouragement which the scale affords to those valuable classes of men, the petty and non-commissioned officers, between whom and persons of inferior ratings no

difference had been hitherto made, but who will now receive a reward proportioned to the length and the merit of their respective services.

In communicating this measure to the Fleet, the Lords Commissioners of the Admiralty cannot but express their conviction that it will be attended with the most beneficial effects, as well to the public service, as to the individual interests of the petty and non-commissioned officers, the seamen, and royal marines; the duration of whose services, and the amount of whose rewards, will be no longer uncertain and variable; every man will know to what benefit he may be entitled, and he will feel that nothing but misconduct on his own part can deprive him of an honourable provision for his future life.

By command of their Lordships,

*J. W. Croker.*

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## SCALE OF PENSIONS

*For the Seamen of his Majesty's Fleet and Royal Marines, and Rules and Regulations for the Granting, Continuing, and Rescinding the same.*

I. *Of Gratuities and Pensions to Men Wounded or Hurt.*

Every seaman, landman, boy, or royal marine, wounded or hurt in his Majesty's service, shall receive a sum of money in the nature of smart money, as heretofore.

Every seaman, landman, boy, or royal marine, discharged from his Majesty's service on account of wounds or hurts received therein, shall be entitled to receive a pension proportioned to his wounds or hurts, of not less than sixpence per diem, and not more than one shilling and sixpence per diem.

II. *Of Pensions to Men discharged for Sickness or Debility.*

Every able seaman discharged for sickness or debility from his Majesty's service, after having served seven years (or before he shall have served seven years, if the special circumstances of his case shall seem to deserve such indulgence), shall be entitled to a pension of not less than five-pence per diem, nor more than ten-pence, according to the following scale:

If incapable of contributing to earn a livelihood—Ten-pence.

If disabled, but capable of contributing something towards his livelihood—Eight-pence.

If disabled, but capable of materially assisting himself—Six-pence.

If unfit for service, but able to learn a livelihood—Five-pence.

If his length of service exceeds fourteen years, but is less than twenty-one, not less than eight-pence, nor more than one shilling and three-pence per diem, according to the following scale:

If incapable of contributing to earn a livelihood—One shilling and three-pence.

If disabled, but capable of contributing something towards his livelihood—One shilling.

If disabled, but capable of materially assisting himself—Ten-pence.

If unfit for service, but able to earn a livelihood—Eight-pence.

Every seaman, landman, or royal marine, discharged for wounds or hurts, and every able seaman discharged for sickness or debility, whatever be the nature or extent of the injury, after twenty-one years service, a pension of one shilling and sixpence per diem.

All the foregoing pensions may be granted for one year or more, or for life, as the effect of the wound or hurt, or the sickness or debility may appear permanent or temporary.

III. *Of Pensions for Length of Service.*

Every able seaman who shall be discharged, not for wounds, hurts, sickness, or debility, but on a reduction of the fleet, who shall have faithfully served fourteen years, and less than twenty-one, shall receive a pension of one halfpenny per diem, for every year of such service.

Every able seaman who shall have completed twenty-one years service, shall, even though not disabled, be entitled to his free discharge, and a pension of one shilling per diem, on the first subsequent arrival of the ship, in which he may be serving, at a pay-port in England.

Every able seaman, who, after having served twenty-one years, shall choose to continue his service, shall receive one halfpenny per diem for every year of such additional service, and may claim his free discharge, and his increased pension, at the conclusion of each additional year, or the first subsequent arrival of the ship, in which he may be serving, at a pay-port in England, provided, however, that the whole pension shall never exceed one shilling and sixpence per diem.

IV. *Of Ordinary Seamen and Landmen.*

In all the scales of the foregoing paragraphs, in which the rates are those to which an able seaman is entitled, the rates for ordinary seamen are to be four-fifths of the able seaman's rate, and those for landmen are to be three-fifths of an able seaman's rate; but no seaman shall be pensioned as able or ordinary, unless he shall have served one-third of his whole time of service in the higher rating, but all service in the higher rating, if not sufficient to entitle the individual to a higher pension, is, nevertheless, to be allowed as time of service, for the inferior rating and pension.

After twenty-one years service, ordinary seamen and landmen are also to be entitled to their free discharge, and to an addition to their pension according to their rating, for every additional year for which they may choose to continue in the service.

V. *Of the Royal Marines.*

Privates of the royal marines shall be entitled as landmen, if their length of service falls short of fourteen years, and as ordinary seamen when it shall exceed that period.

After twenty one years service, they are also to be entitled to their free discharge, and to an addition to their pension, at the rate of an ordinary

seaman for every additional year they may choose to continue in the service.

VI. *Of Boys.*

Boys, in cases of sickness or debility, shall be pensioned as landmen: but boys' time shall not be reckoned in computing the pension for length of service, and of persons brought up from boys in his Majesty's service; man's time shall commence from the age of eighteen years.

VII. *Of Pensions to Petty and Non-Commissioned Officers.*

That the petty and non-commissioned officers (rope maker, ship's corporal, captain of tops, captain of after-guard, captain of masts, corporal of marines) shall receive, in addition to the rates of pension to which their service, as seamen, landmen, or marines, would entitle them, one farthing per diem for each year of their service as such petty or non-commissioned officer.

That the petty and non-commissioned officers (clerk, schoolmaster, armourer, master at arms, carpenter's-mate, caulker, quarter-master, boatswain's-mate, sail-maker, gunner's-mate, yeoman of powder-room, ditto of sheets, coxswain, quarter-master's-mate, captain of forecastle, serjeant of marines) shall be entitled to one halfpenny per diem, in addition to the rate of pension to which their services as seamen, landmen, or marines, would entitle them.

VIII. *Of Pensions to Warrant Officers.*

If it shall at any time please the King in Council, to grant to any of the warrant officers (boatswain, gunner, carpenter, purser, master, surgeon, surgeon's assistant, master's-mate, midshipman), on account of wounds or hurts received in his Majesty's service, a pension on the ordinary estimate of the navy, such officer or person shall not be entitled to any pension from Greenwich Hospital.

IX. *Of Discharged Men Re-entering.*

If a man, after being regularly discharged, shall re-enter his Majesty's service, he shall be entitled, in computing his ultimate rate of pension, to the addition of his subsequent, to his former service.

X. *Of the Forfeiture of Pensions.*

As all these pensions are intended for the encouragement and reward of good and faithful conduct in the seamen and marines, all claim thereto may be barred and forfeited—

1st. By such misconduct of the individual as shall induce the Lords Commissioners of the Admiralty, to order the said pensions to be withheld or refused.

2d. By desertion or running from his Majesty's service; and if any deserter shall be retaken or shall re-enter his Majesty's service, he shall commence a new time from the date of such subsequent entry, and shall not be entitled to reckon any time preceding such desertion or running, except the R. shall have been previously removed, by order of the Lords Commissioners of the Admiralty.

3d. By sentence of a court-martial.

4th. Pensioners who shall not have been discharged as wholly incapable, or for having served twenty-one years or upwards, or whose age shall not exceed fifty years, may forfeit their pensions by neglecting or omitting to attend at such port or place, and at such time, as shall, in time of war, or in prospect of a war, be appointed for the assembling of the pensioners, by the Lords Commissioners of the Admiralty, or by neglecting or refusing to serve his Majesty in such manner as to the said Lords Commissioners may seem proper, except when such neglect or omission to appear, or such neglect or refusal to serve, shall be accounted for by reasonable excuse, to be admitted by the said Lords Commissioners.

All the foregoing pensions shall be paid by quarterly payments, but no fractional part of a shilling shall be payable at any such payment.

N. B. It is not intended to make any alteration in pensions already granted; except that petty and non-commissioned officers discharged since 30th April, 1814, may receive the additional allowance to which they would now under this regulation be entitled.

## Marine Law.

THE *National Intelligencer* contains a detailed statement of the general court martial on board the frigate United States, in the harbour of New London, of which Commodore Decatur was president, called for the trial of certain persons, officers on board the United States frigate Chesapeake, at the time of her capture by the Shannon. The persons tried were Lieutenant Wm. S. Cox, Midshipman James W. Forest, acting midshipman, Henry P. Fleischman, William Brown, bugleman; and Joseph Russell, captain of the 2d gun.

Lieut. Wm. S. Cox, was found guilty of "neglect of duty," in not doing his utmost to aid in capturing the Shannon, and of "unofficer-like conduct," in accompanying his disabled Commander, James Lawrence, Esq. from the quarter-deck, where his presence and command were essential to animate and direct the Chesapeake's crew in repelling the boarders of the enemy.—Sentenced him to be cashiered, with a perpetual incapacity to serve in the navy of the United States.

James W. Forest, Midshipman.—Upon the charge of "drunkenness," to which he pleaded "guilty," the Court would pointedly express its abhorrence of a vice destructive of morals, ruinous to the individual, and disgraceful to the public service; and sentence the Prisoner to be cashiered, with perpetual incapacity to serve in the navy of the United States.

Henry P. Fleischman, acting midshipman.—Charge—Imposition and unofficer-like conduct, in that he did, after the capture of the frigate Chesapeake, conduct, himself in a manner unworthy of, and degrading to, an American Officer, by changing his name and assuming the false one of "William Brown," in order to effect his parole, as a prisoner of war;

and under which assumed and false name he did effect and accept his parole.—The Prisoner pleaded guilty.—Sentence—The Court after maturely deliberating upon the nature of the charge to which the Prisoner, Acting Midshipman Henry P. Fleischman, has pleaded "guilty," and after duly considering the evidence in mitigation by him adduced, proving his good conduct in the action with the "Shannon," find, in the conduct of the Prisoner, in Halifax, a departure from those principles which should characterize every Officer, and should never be compromised for personal convenience; but in consideration of his youth and inexperience, and his good conduct in the action, sentence him to be publicly reprimanded in such manner as the Honourable the Secretary of the Navy shall direct.

William Brown, bugleman, found guilty of cowardice.—Sentence—The Court, after mature deliberation, on the evidence adduced, find the Prisoner, Wm. Brown, bugleman, guilty of the charge exhibited against him; and sentence him to receive three hundred lashes, at such time and place as the Hon. Secretary of the Navy shall direct, and to be mulcted of all his wages now due, and which may accrue to him during the remainder of his period of service.

[The President has mitigated the punishment, by limiting it to one hundred lashes.]

Joseph Russell, captain of the 2d gun, found guilty of gross misconduct during the action.—Stoppage of wages.

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## NAVAL HISTORY OF THE PRESENT YEAR, 1814-15.

*(December—January.)*

### RETROSPECTIVE AND MISCELLANEOUS.

THE contest for power still exists, and the jealousy naturally and necessarily attached to the distribution of it is warranted by its general abuse as evinced in all ages and nations, whether dark or enlightened, barbarous or civilized. But we are still loath to believe that those who so lately emerging from a state of adversity, with hearts overflowing with generosity to others, and professing moderation in themselves, seemed ready to yield any thing for the attainment of peace, should now be the most inclined to take all, at the risk of breaking it. In the present unsettled state of Europe, it is impossible to take a steady view—the prospects of to-day may be contradicted by the events of to-morrow. The diversity of interests by which the several European Courts are influenced, it must necessarily require both time and temper to reconcile, and blend into that quiescent form of general consent which can alone ensure the duration of a general peace.

The conditions of our reconciliation with America appear sufficiently moderate, so far as we know them, to warrant the expectation of their being mutually ratified in the spirit of peace. There are, however, those who think our hostility with the United States too soon terminated; and we confess it to be our wish that time had afforded us a few opportunities

to redeem that portion of reputation supposed to be lost by the few nominal victories our Trans-Atlantic antagonists; for surely the victories of strength opposed to comparative weakness, are entitled to no higher term. As to the argument of not making peace, because we shall again have war—it is just as futile as that of not eating, because we shall again hunger. Nor do we see any advantages in the peace to the United States, that are not equally available to the United Kingdom—it is at least a breathing time to both, however short, and the world so long distrest by war, requires it to renew her energies.

Let us in the mean time cherish our seamen of whatever rank (and much has certainly been done)—reform abuses—redress their grievances, and bind them to their country's interest by the bond of affection—and whether it be sooner or later, that the peace be broken, we shall find the British navy England's best, and, under Providence, sufficient bulwark against her enemies wherever they may arise.

The world has been too long shaken by the most stupendous conflicts to be at once settled—the re-arrangement of a disordered world cannot be at once effected—those who view the state of things through the fuscated optics of discontent, will represent them as they so appear—but as all things human have their revolutions, let us hope, that, as the result of a clearer view, we are returning to the halcyon days of general peace and plenty.

The following is, in substance, stated to be the terms of peace with the United States:

1. All discussions of our maritime rights to be waved on both sides.

2. Mr. Madison does not insist on our giving up the prizes captured in retaliation of the Berlin and Milan Decrees.

3. We leave our Indian allies as we found them in 1812.

4. We give up our conquests, and particularly the Province of Maine, of which our commandants took permanent possession by a solemn proclamation, and required from the inhabitants an oath of allegiance to his Majesty. We are, however, permitted to retain the islands in Passamaquoddy Bay, which were ours by the treaty of 1783.

5. Commissioners are to be appointed on both sides, to determine whether there shall be any, and what safe and practicable communication between Quebec and Upper Canada, together with all other disputed questions of territory.

6. We are to be allowed the exclusive enjoyment of the right of fishing on our own coasts of Newfoundland, and of trading to our own settlements in the East Indies.

The American ships, of which Sir George Collier is in chase, are supposed destined for the British Channel: as the opposing forces, according to report, appear to have something like an equality of strength, an action, on motives of national reputation, might be desirable, under the present prevailing notion that ours have been sullied, although we think the gallant Broke has sufficiently proved that hand to hand (the most decisive test) the British maintain their superiority still. Sir George in the course

of chase has already fallen in with and captured the Prince de Neufchatel American privateer, pierced for 22 guns, and mounting 18.

The Port of Plymouth has been thrown into a bustle by the news of two American frigates having appeared in the British Channel—we hope the means adopted will insure their capture.

The extension of the Order of the Bath, in reward of our brave Navy is an honour justly due to them, but we fear, although highly gratifying to those on whom it is conferred, it will occasion many instances of jealousy and dissatisfaction; it should, however, be considered, that as such honours owe their value to a distinction marked by their rarity, to have carried the extension much farther, although so generally merited, would have rendered it no reward at all.

We shall in our next, give an account of the proceedings of the Court Martial on Sir J. Murray, so far as relates to the Naval part of the Charge. Sir John's defence not being finished prevents our giving it in the present number.

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The Lords Commissioners of the Admiralty, by command of his Royal Highness the PRINCE REGENT, have published the scale of rewards designed as a remuneration to petty officers, seamen, and royal marines, for long and faithful services in the navy. The ancient system of smart-money is continued, and the pensions hitherto granted from the chest of Greenwich are also continued with some trifling variations, beneficial to the general interests of seamen and marines. The pensions granted from the same source to worn out seamen upon uncertain principles, are now reduced to a fixed and more equitable system, in which the nature of the injuries received, and the meritorious services of different classes of men respectively, are carefully considered and adequately recompenced, and a new and most important benefit has been extended to the service; viz.—that every man who may be discharged after fourteen years faithful service, *even though he should not be disabled*, has a right to claim a pension proportioned to the number of years he may have served, and after twenty-one years service, every man, in addition to at least one shilling per day, may demand his discharge from the navy. The following are the principal of the new regulations:—We have already observed, that smart-money will be paid for wounds as before. Every seaman, landman, boy, or royal marine discharged from the service on account of wounds will be entitled to a pension of not less than 6d. per day, and not more than 1s. 6d. Persons discharged from sickness or debility contracted in the service will receive from 5d. to 18d. per day, regulated by circumstances of ailment and length of service. Privates of royal marines are to be reckoned as landsmen, and they will also be entitled to discharge after 21 years services. The services of boys to be accounted as of landsmen, and they acquire man's allowance at the age of eighteen years. A certain class of petty and non-commissioned officers, in addition to any pension they may be entitled to as seamen, marines, &c. are to have one farthing per day for each year of their service. Another class of the same officers will be entitled to double that sum. Pensions and length of service, are forfeited by misconduct. All the pensions are to be paid quarterly, and it is not intended to make any alterations in pensions already granted, except that petty and non-commissioned officers discharged since the 30th of April, 1814, may receive the additional allowance to which they are under this new regulation, entitled.

## Letters on Service,

*Copied verbatim from the* LONDON GAZETTE.

ADMIRALTY-OFFICE, OCTOBER 8, 1814.

CAPTAIN SENHOUSE, of his Majesty's sloop the Martin, has arrived this afternoon at this office, bringing a despatch from Rear-admiral Griffith, addressed to John Wilson Croker, Esq. of which, and of its enclosures, the following are copies:—

SIR, *H. M. S. Endymion, off Castine, September* 11, 1814.

I beg leave to transmit, for the information of my Lords Commissioners of the Admiralty, a duplicate of my letter, of yesterday's date, to Sir Alexander Cochrane, K.B. commander-in-chief, reporting my proceedings since I quitted Halifax in his Majesty's ship Dragon, on the 26th ult.

I have the honour to be,

*John Wilson Croker, Esq. &c.* *Edw. Griffith.*

*September* 13, 1814.

P. S. I open my despatches to acquaint you, for their Lordships' information, that since closing it, I have received a private letter from Captain Parker, of the Tenedos, informing me that he got off Machias on the 10th instant, where the troops were landed without opposition, and after a most fatiguing night march, took possession of the fort of Machias without loss. He has sent me the capitulation which the officer commanding the militia has entered into, and which I transmit herewith.

Sir John Sherbrooke not wishing the Martin to be detained, I despatch her without waiting for Captain Parker's official letter.

The ships and vessels under Captain Parker's orders will be sent to their respective stations, as soon as the guns taken at the fort are embarked, and the works destroyed.

*Edw. Griffith.*

*H. M. S. Endymion, off Castine, entrance of the Penobscot*
SIR, *River, September* 9, 1814.

My letter of the 23d of August, from Halifax, by the Rover, will have made you acquainted with my intention of accompanying the expedition then about to proceed under the command of his Excellency, Sir John Sherbrook, K.B. for this place.

I have now the honour to inform you, that I put to sea on the 26th ult. with the ships and sloop named in the margin,* and ten sail of transports, having the troops on board, and arrived off the Metinicus Islands on the morning of the 31st, where I was joined by the Bulwark, Tenedos, Rifleman, Peruvian, and Picton. From Captain Pearce, of the Rifleman, I learned that the United States frigate Adams had a few days before got into Penobscot, but not considering herself in safety there, had gone on to

* Dragon, Endymion, Bacchante, and Sylph.

Hamden, a place twenty-seven miles higher up the river, where her guns had been landed, and a position was fortifying for her protection.

Towards evening, the wind being fair and the weather favourable, the fleet made sail up the Penobscot Bay, Captain Parker, in the Tenedos, leading. We passed between the Metinicus and Green Islands, about midnight, and steering through the channel formed by the Fox islands and Owl's Head, ran up to the eastward of Long Island, and found ourselves at daylight in the morning, in sight of the fort and town of Castine. As we approached, some shew of resistance was made, and a few shot were fired; but the fort was soon after abandoned and blown up. At about eight A.M. the men of war and transports were anchored a little to the northward of the Peninsula of Castine, and the smaller vessels taking a station nearer in for covering the landing, the troops were put on shore, and took possession of the town and works without opposition.

The General wishing to occupy a post at Belfast, on the western side of the bay (through which the high road from Boston runs), for the purpose of cutting off all communication with that side of the country, the Bacchante and Rifleman were detached with the troops destined for this service, and quiet possession was taken, and held, of that town, as long as was thought necessary.

Arrangements were immediately made for attacking the frigate at Hamden, and the General having proffered every military assistance, six hundred picked men, under the command of Lieutenant-colonel John, of the 60th regiment, were embarked the same afternoon, on board his Majesty's sloops Peruvian and Sylph, and a small transport. To this force were added the marines of the Dragon, and as many armed boats from the squadron as was thought necessary for disembarking the troops and covering their landing, and the whole placed under the command of Captain Barrie, of the Dragon; and the Lieutenant-colonel made sail up the river at six o'clock that evening.

I have the honour to enclose Captain Barrie's account of his proceedings; and taking into consideration the enemy's force, and the formidable strength of his position, too much praise cannot be given him, the officers and men under his command, for the judgment, decision, and gallantry with which this little enterprise has been achieved.

So soon as accounts were received from Captain Barrie, that the Adams was destroyed, and the force assembled for her protection dispersed, the troops stationed at Belfast were embarked, and arrangements made for sending them to take possession of Machias, the only place occupied by the enemy's troops, between this and Passamaquaddy Bay. I directed Captain Parker, of H. M. S. Tenedos, to receive on board Lieutenant-colonel Pilkington, deputy-adjutant-general, who is appointed to command, and a small detachment of artillery and riflemen, and to take under his command the Bacchante, Rifleman, and Picton schooner, and proceed to the attack of that place. He sailed on the 6th instant, and most likely, by this time, the troops are in possession of it. After destroying the defences they are directed to return here.

The inhabitants of several townships east of this have sent deputations here to tender their submission to the British authority: and such of them as could give reasonable security that their arms would be used only for the protection of their persons and property, have been allowed to retain them. This indulgence was absolutely necessary, in order to secure the quiet and unoffending against violence and outrage from their less peaceable neighbours, and for the maintenance of the peace and tranquility of the country. All property on shore, bona fide belonging to the inhabitants of the country in our possession, has been respected. All public property, and all property afloat, has been confiscated.

Sir John Sherbrooke conceiving it to be of importance that the government should be informed, without delay, of our successes here, has requested that a vessel of war may take his despatches to England.

I have, in compliance with his wishes, appropriated the Martin for that service, and Captain Senhouse will take a copy of this letter to the Secretary of the Admiralty. I have the honour to be, &c.

*To Vice-admiral the Hon. Sir Alexander Cochrane, K.B. &c.*

*Edw. Griffith.*

*His Majesty's Sloop Sylph, off Bangor, in the Penobscot, September 3, 1814.*

SIR,

Having received on board the ships named in the margin * a detachment of twenty men, of the royal artillery, with one five and half-inch howitzer, commanded by Lieutenant Garston; a party of eighty marines, commanded by Captain Carter, of the Dragon; the flank companies of the 29th, 62d, and 98th regiments, under the command of Captains Gell and Caker, Majors Riddel, Keith, and Crosdaile, and Captain M'Pherson; also a rifle company of the 7th battalion of the 60th regiment, commanded by Captain Ward; and the whole under the orders of Lieutenant-colonel John, of the 60th regiment; I proceeded, agreeably to your order, with the utmost despatch, up the Penobscot. Light variable winds, a most intricate channel, of which we were perfectly ignorant, and thick foggy weather, prevented my arriving off Frankfort before two P.M. of the 2d inst. Here Colonel John and myself thought it advisable to send a message to the inhabitants; and having received their answer, we pushed on towards Hamden, where we received intelligence that the enemy had strongly fortified himself. On our way up several troops were observed on the east side of the river, making for Brewer; these were driven into the woods without any loss on our side, by a party under the orders of Major Crosdaile, and the guns from the boats. The enemy had one killed, and several wounded.

At five P.M. of the 2d instant, we arrived off Ball's Head Cove, distant three miles from Hamden.

Colonel John and myself landed on the south side of the Cove, to reconnoitre the ground and obtain intelligence. Having gained the hills, we discovered the enemy's piquets advantageously posted near the highway leading to Hamden, on the north side of the Cove.

We immediately determined to land one hundred and fifty men, under Major Riddall, to drive in the picquets, and take up their ground. This object was obtained by seven o'clock, and notwithstanding every difficulty, the whole of the troops were landed on the north side of the Cove by ten o'clock; but it was found impossible to land the artillery at the same place. The troops bivouaqued on the ground taken possession of by Major Riddall. It rained incessantly during the night. At day-break this morning, the fog cleared away for about a quarter of an hour, which enabled me to reconnoitre the enemy by water; and I found a landing place for the artillery about two-thirds of a mile from Ball's Head. Off this place the troops halted till the artillery were mounted, and by six the whole advanced towards Hamden.

The boats under the immediate command of Lieutenant Pedler, the first of the Dragon, agreeable to a previous arrangement with Colonel John, advanced in line with the right flank of the army. The Peruvian, Sylph,

* His Majesty's ships Peruvian and Sylph, Dragon's tender, and the Harmony transport.

Dragon's Tender, and Harmony transport, were kept a little in the rear in reserve.

Our information stated the enemy's force at fourteen hundred men, and he had chosen a most excellent position on a high hill. About a quarter of a mile to the southward of the Adams frigate, he had mounted eight eighteen-pounders. This fort was calculated to command both the high-way by which our troops had to advance, and the river. On a wharf close to the Adams, he had mounted fifteen eighteen-pounders, which completely commanded the river, which at this place is not above three cables' lengths wide, and the land on each side is high and well wooded.

A rocket boat, under my immediate direction, but manœuvered by Mr. Ginton, gunner, and Mr. Small, midshipman, of the Dragon, was advanced about a quarter of a mile a-head of the line of boats.

So soon as the boats got within gun-shot, the enemy opened his fire upon them from the hill and wharf, which was warmly returned. Our rockets were generally well directed, and evidently threw the enemy into confusion. Meantime our troops stormed the hill with the utmost gallantry. Before the boats got within good grape-shot of the wharf battery, the enemy set fire to the Adams, and he ran from his guns the moment our troops carried the hill.

I joined the army about ten minutes after this event. Colonel John and myself immediately determined to leave a sufficient force in possession of the hill, and to pursue the enemy, who was then in sight on the Bangor road, flying at full speed. The boats and ships pushed up the river, preserving their original position with the army. The enemy was too nimble for us, and most of them escaped into the woods on our left.

On approaching Bangor, the inhabitants, who had opposed us at Hamden, threw off their military character, and as magistrates, select men, &c. made an unconditional surrender of the town. Here the pursuit stopped.

About two hours afterwards, Brigadier-general Blake came into the town, to deliver himself as a prisoner.

The general and other prisoners, amounting to one hundred and ninety one, were admitted to their parole.

Enclosed I have the honour to forward you lists of the vessels we have captured or destroyed, and other necessary reports. I am happy to inform you our loss consists only of one seaman, belonging to the Dragon, killed; Captain Gell, of the 29th, and seven privates, wounded; one rank and file missing.

I cannot close my report, without expressing my highest admiration of the very gallant conduct of Colonel John, the officers and soldiers under his command, for, exclusive of the battery before mentioned, they had difficulties to contend with on their left, which did not fall under my observation, as the enemy's field-pieces in that direction were masked; the utmost cordiality existed between the two services, and I shall ever feel obliged to Colonel John for his ready co-operation in every thing that was proposed. The officers and men bore the privations inseparable from our confined means of accommodation, with a cheerfulness that entitle them to my warmest thanks.

Though the enemy abandoned his batteries before the ships could be brought to act against them, yet I am not the less obliged to Captains Kippen and Dickens, of the Peruvian and Sylph; acting Lieutenant Pearson, who commanded the Dragon's tender; Lieutenant Woodin, of the Dragon; and Mr. Barnett, master of the Harmony; their zeal and indefatigable exertions in bringing up their vessels, through the most intricate navigation, were eminently conspicuous. Colonel John speaks highly in praise of Captain Carter, and the detachment of royal marines under his orders; and also of the seamen attached to the artillery, under the

command of Lieutenants Simmonds, Motley, L. State, and Mr. Spurling, master of the Bulwark.

I have on other occasions of service found it a pleasing part of my duty to commend the services of Lieutenant Pedler, first of the Dragon; in this instance he commanded the boat part of the expedition most fully to my satisfaction; he was ably seconded by Lieutenants Perceval, of the Tenedos, and Ormond, of the Endymion; and Mr. Ansell, master's mate of the Dragon; this last gentleman has passed his examination nearly five years, and is an active officer, well worthy of your patronage; but in particularizing him, I do not mean to detract from the other petty officers and seamen employed in the boats, for they all most zealously performed their duty, and are equally entitled to my warmest acknowledgments; I am also most particularly indebted to the active and zealous exertion of Lieutenant Carnegie, who was a volunteer on this occasion.

I can form no estimate of the enemy's absolute loss. From different stragglers I learn that, exclusive of killed and missing, upwards of thirty lay wounded in the woods. I have the honour to be, &c.

*Robert Barrie,*

Captain of H. M. S. Dragon.

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## (CAPITULATION.)

To Captain Hyde Parker, commanding the Naval Force, and Lieutenant-colonel Andrew Pilkington, commanding the Land Force of his Britannic Majesty, now at Machias.

GENTLEMEN,

The forces under your command having captured the forts in the neighbourhood of Machias, and taken possession of the territory adjacent within the county of Washington, and the situation of the country being such between the Penobscot River and the Passamaquaddy Bay, as to preclude the hope, that an adequate force can be furnished by the United States for its protection; we propose a capitulation, and offer for ourselves, and in behalf of the officers and soldiers of the brigade within the county of Washington, to give our parole of honour, that we will not, directly or indirectly, bear arms, or in any way serve, against his Britannic Majesty King George the Third, King of the United Kingdom of Great Britain and Ireland, his successors and allies, during the present war between Great Britain and the United States, upon condition we have your assurance, that while we remain in this situation, and consider ourselves under the British government until further orders, we shall have the safe and full enjoyment of our private property, and be protected in the exercise of our usual occupations.

*John Brewer,*

Brigadier-general, 2d brigade, 10th division, for the officers and soldiers of the 3d regiment in the said brigade.

*James Campbell,*

Lieutenant-colonel, commanding 1st regiment, 2d brigade, 10th division, for himself, officers and soldiers in the said regiment.

These terms have been granted and approved of by us,

*Hyde Parker,*

Captain of his Majesty's ship Tenedos.

*A. Pilkington,*

*Machias, Sept.* 13, 1814. Lieutenant-colonel commanding.

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*List of Vessels captured and destroyed in the Penobscot, and of those left on the Stocks, as near as I am able to ascertain:*

*Captured and brought away*—2 ships, 1 brig, 6 schooners, 3 sloops.

*Destroyed at Hamden*—the Adams frigate, of 26 guns, 18-pounders, and 2 ships, one of them armed; burnt by the enemy.

*At Bangor*—1 ship, 1 brig, 3 schooners, and 1 sloop; burnt by us.

*Lost since in our possession*—a copper-bottomed brig, pierced for 18 guns, and the Decatur privateer, pierced for 16 guns. Note—the powder and wine captured at Hamden were put on board those vessels.

*Left on the Stocks at Bangor*—2 ships, 2 brigs, and 2 schooners.

*At Brewer*—1 ship, 1 brig, and 1 schooner.

*At Arrington*—1 ship, 1 schooner on the stocks.

*Left at Hamden*—1 ship, 1 hermaphrodite brig, and 2 schooners; also 1 brig and 1 schooner on the stocks.

*Left at Fremkford on the stocks*—1 schooner and some small craft.

*To Rear-admiral Griffith.* *R. Barrie.*

*Return of Ordnance taken from the Enemy on the 3d day of September,* 1814.

*Taken at Hamden.*—23 iron 18-pounders, 2 iron 12-pounders, 11 18-pounders destroyed, 14 brought away.

*Taken at Bangor and brought away*—2 3-pounder brass guns, 1 iron 3-pounder.

*Total brought away*—17.

*Embarked*—1 ammunition cart, 500 18-pound shot, about 40 barrels of powder, and a quantity of wads, &c.

*Robert Gasten,*

(A Copy.) Lieutenant, Royal Artillery.
ROBERT BARRIE.

Return of small arms not collected, supposed about one hundred.

*Edward Griffith.*

OCTOBER 11.

*Copy of a Letter from Commodore Sir James Lucas Yeo, to John Wilson Croker, Esq. dated H.M.S. Prince Regent, Kingston, August* 24, 1814.

SIR,

I have the honour to transmit, for their Lordsdships' information, a copy of a letter I have received from Captain Dobbs, of his Majesty's sloop

Star, employed in co-operating with the right division of the army, detailing the particulars of a very gallant and successful attack made on two of the enemy's men of war schooners, moored under the guns of Fort Erie, by a party of seamen and marines under that officer, which appears to have been conducted with great skill and judgment on the part of Captain Dobbs, and executed with distinguished gallantry by all employed.

I lament to say, the service has lost a very zealous and valuable officer in Captain Radcliffe, who was killed in the act of boarding.

I have the honour to enclose a list of killed and wounded.

I have the honour to be, &c.

James Lucas Yeo

Commodore and Commander-in-chief.

*Niagara River, near Fort Erie, schooner Somers, August* 13, 1814.

SIR.

Having succeeded in getting my gig and five batteaux across from the Niagara river to Lake Erie, a distance of eight miles by land, I last night attacked the three enemy's schooners that had anchored close to Fort Erie for the purpose of flanking the approaches to that fort. Two of them were carried sword in hand in a few minutes, and the third would certainly have fallen, had the cables not been cut, which made us drift to leeward of her among the rapids. The schooners taken are the Ohio and Somers, commanded by lieutenants, and mounting three long 12-pounders, with a complement of 35 men each. My gallant friend, Lieutenant Radcliffe, and one seaman, fell in the act of boarding, which, with four wounded, is our loss. The enemy had one man killed, and seven wounded; among the latter is Lieutenant Conklin, commanding the squadron, as well as two of his officers. The steady and gallant conduct of the officers, seamen, and marines employed on this service, were such as to have ensured me success against a greater force, and has called forth a very handsome general order from his Honour, Lieutenant-general Drummond. I beg leave particularly to mention Mr. Grinded, mate of the Star, and Mr. Hyde, mate of the Charwell, not only for their gallant conduct in the attack, but for their skill in bringing the vessels into this river, through shoals and rapids, and under a constant and heavy fire.

I have the honour to be, &c.

*Commodore Sir J. L. Yeo, Commander-in-chief, &c.*

Alexander Dobbs.

*A Return of the Killed and Wounded in an Attack on two of the Enemy's Squadrons under Fort Erie, on the Night of the 12th August,* 1814.

*Killed.*—Charles Radcliffe, acting commander; William Acton, seaman.

*Wounded.*—James Hudson, seaman, severely; John Bowen, seaman, slightly; Thomas Roach, private marine, severely; Joseph Dickson, private marine, severely.

## Promotions and Appointments.

### THE LONDON GAZETTE.

TUESDAY, JAN. 3.

### MEMORANDUM.

His Royal Highness the Prince Regent, acting in the name and on the behalf of his Majesty, having been graciously pleased to direct that certain changes should be made in the establishment of the Most Hon. Military Order of the Bath, a Supplement to the present Gazette will be published, containing the instrument by which the said changes are declared and notified.

### SUPPLEMENT TO THE LONDON GAZETTE OF TUESDAY, JAN. 3.

WEDNESDAY, JAN. 4.

WHITEHALL, JAN. 2, 1815.

Whereas his Royal Highness the Prince Regent, acting in the name and on the behalf of his Majesty, Sovereign of the Most Honourable Military Order of the Bath, is desirous of commemorating the auspicious termination of the long and arduous contest in which this empire has been engaged, and of marking, in an especial manner, his gracious sense of the valour, perseverance, and devotion, manifested by the officers of his Majesty's forces by sea and land :—And whereas his Royal Highness has thought it fit, by virtue of the royal prerogative, and of the powers reserved to the Sovereign in the Statutes of the said Most Honourable Military Order of the Bath, to advance the splendour and extend the limits of the said Order, to the end that those Officers who have had the opportunities of signalizing themselves by eminent services during the late war, may share in the honours of the said Order, and that their names may be delivered down to remote posterity, accompanied by the marks of distinction which they have so nobly earned.

The Prince Regent, therefore, acting in the name and on the behalf of his Majesty, hath been graciously pleased to ordain as follows :—

1st. The Most Honourable Military Order of the Bath shall from this time forward be composed of three Classes, differing in their ranks and degrees of dignity.

2d. The First Class of the said Order shall consist of Knights Grand Crosses ; which designation shall be substituted henceforward for that of Knights Companions : and from the date hereof the present Knights Companions and extra Knights of the said Order shall, in all acts, proceedings, and pleadings, be styled Knights Grand Crosses of the Most Honourable Military Order of the Bath.

3d. The number of the Knights Grand Crosses shall not, at any time, or upon any account whatever, exceed seventy-two, exclusive of the Sovereign ; whereof there may be a number not exceeding twelve so nominated and appointed, in consideration of eminent services rendered to the State by British subjects in civil and diplomatic employments.

4th. The said Knights Grand Crosses shall be subject to the same Rules and Ordinances, and have, hold, and enjoy, all and singular the rights, privileges, immunities, and advantages, which the Knights Companions of the said Order have hitherto held and enjoyed, by virtue of the Statutes, excepting as far as may be altered or affected by the present decree.

5th. It shall be lawful for all the present Knights Grand Crosses, from and after the date hereof, to wear, upon the left side of their upper vestment, the Star or Ensign of the said Order, although such Knight Grand Cross may not have been installed; and henceforward the said Star or Ensign shall be worn by each and every Knight Grand Cross, immediately after his being so nominated and appointed, provided that it shall not be lawful for any Knight Grand Cross to wear the collar of the said Order, until he shall have been formally installed, according to the Statutes, or unless a dispensation has been granted for the non-observance of the ceremonial of installation.

6th. In order to distinguish more particularly those Officers of his Majesty's forces, by sea and land, upon whom the First Class of the said Order hath already been, or may hereafter be, conferred in consideration of especial military services, such Officers shall henceforth bear upon the Ensign or Star, and likewise upon the Badge of the Order, the addition of a wreath of laurel encircling the motto, and issuing from an escrol inscribed "*Ich Dien.*"

This distinction being of a military nature, it is not to be borne by the Knights of the First Class, upon whom the Order shall have been, or may hereafter be, conferred for civil services.

7th. The dignity of a Knight Grand Cross of the Most Honourable Military Order of the Bath, shall henceforth upon no account be conferred upon any Officer in his Majesty's service, who shall not have attained the rank of Major-General in the army, or Rear-Admiral in the navy, except as to the Twelve Knights Grand Crosses, who may be nominated and appointed for civil services.

8th. His Royal Highness the Prince Regent, acting in the name and on the behalf of his Majesty, is pleased to declare and constitute those whose names are under-mentioned to be the Knights Grand Crosses composing the First Class of the Most Honourable Military Order of the Bath.

*Naval Knights Grand Crosses.*

1. The Sovereign; 2. His Royal Highness the Duke of York, Acting as Grand Master; 3. Admiral the Earl of St. Vincent; 5. Admiral Viscount Keith; 6. Admiral Sir John B. Warren, Bart.; 8. Admiral Sir John Colpoys; 10. Admiral Sir J. T. Duckworth; 11. Admiral Sir James Saumarez; 17. Vice-Admiral Sir Samuel Hood; 18. Admiral the Earl of Northesk; 19. Vice-Admiral Sir Richard J. Strachan; 20. Vice-Admiral the Hon. Sir Alexander Cochrane; 22. Vice-Admiral Sir R. G. Keats; 31. Admiral the Hon. Sir George C. Berkeley; 49. Admiral Sir William Young; 51. Admiral Lord Viscount Hood; 52. Admiral Sir Richard Onslow, Bart.; 53. Admiral the Honourable William Cornwallis; 54. Admiral Lord Radstock; 55. Admiral Sir Roger Curtis, Bart.

9th. And his Royal Highness the Prince Regent is further pleased to ordain and declare, that the Princes of the Blood Royal, holding commissions as Flag-Officers in the R. N. now and hereafter may be nominated and appointed Knights Grand Crosses of the Most Honourable Military Order of the Bath, and shall not be included in the number to which the First Class of the Order is limited by the third article of the present instrument.

10th. By virtue of the Ordinance contained in the foregoing article, his Royal Highness the Prince Regent is pleased to declare the following

Princes of the Blood Royal to be Knights Grand Crosses of the Order of the Bath, viz.:—

His Royal Highness the Duke of Clarence.
His Royal Highness the Duke of Kent.
His Royal Highness the Duke of Cumberland.
His Royal Highness the Duke of Cambridge.
His Highness the Duke of Gloucester.

11th. The Second Class of the Most Honourable Military Order of the Bath shall be composed of Knights Commanders, who shall have and enjoy in all future solemnities and proceedings, place and precedence before all Knights Bachelors of the United Kingdom, and shall enjoy all and singular the rights, privileges, and immunities, enjoyed by the said Knights Bachelors.

12th. Upon the first institution of the Knights Commanders, the number shall not exceed one hundred and eighty, exclusive of foreign Officers holding British commissions, of whom a number, not exceeding ten, may be admitted into the Second Class as Honorary Knights Commanders. But in the event of actions of signal distinction, or of future wars, the number may be increased by the appointment of Officers who shall be eligible according to the regulations and restrictions now established.

13th. No person shall be eligible as a Knight Commander of the Bath, who does not actually hold, at the time of his nomination, a commission in his Majesty's army or navy; such commission not being below the rank of Lieutenant-Colonel in the army, or of Post Captain in the navy.

14th. The Knights Commanders shall, from the publication of the present instrument, be entitled severally to assume the distinctive appellation of Knighthood, and shall bear the Badge and Ensign assigned as the distinctions of the Second Class of the Order, on their being duly invested with the same; that is to say, each Knight Commander shall wear the appropriate Badge or Cognizance pendant by a red ribband round the neck,—and for further honour and distinction he shall wear the appropriate Star, embroidered on the left side of his upper vestment. There shall also be affixed in the cathedral church of St. Peter, Westminster, Escutcheons and Banners of the Arms of each Knight Commander, under which the name and title of such Knight Commander, with the date of his nomination, shall be inscribed. The Knights Commanders shall not be entitled to bear Supporters, but they shall be permitted to encircle their Arms with the Red Ribband and Badge, appropriate to the Second Class of the Order of the Bath. And for the greater honour of this Class, no Officer of his Majesty's army or navy shall be nominated hereafter to the dignity of a Knight Grand Cross, who shall not have been appointed previously a Knight Commander of the said Most Honourable Order.

15th. His Royal Highness the Prince Regent, acting in the name and on the behalf of his Majesty, has been graciously pleased to appoint and nominate the under-mentioned Officers of his Majesty's naval forces, to be Knights Commanders of the Most Honourable Military Order of the Bath, viz:—

1. Admiral George Montagu; 2. Admiral Lord Gambier; 3. Admiral Sir Charles Maurice Pole, Bart.; 4. Admiral James Hawkins Whitshed; 5. Admiral Sir Robert Calder, Bart.; 6. Admiral Sir Richard Bickerton, Bart.; 7. Admiral John Knight; 8. Admiral Edward Thornbrough; 9. Admiral George Campbell; 10. Admiral Sir Albemarle Bertie, Bart.; 11. Admiral Lord Exmouth; 12. Vice-Admiral William Domett; 13. Vice-Admiral George Murray; 14. Vice-Admiral John Sutton; 15. Vice-Admi-

ral William Essington; 16. Vice-Admiral Eliab Hervey; 17. Vice-Admiral Sir Edmund Nagle; 18. Vice-Admiral Richard Grindall; 19. Vice-Admiral Sir George Martin; 20. Vice-Admiral Sir William Sidney Smythe; 22. Vice-Admiral Herbert Sawyer; 24. Vice-Admiral the Honourable Robert Stopford; 25. Vice-Admiral Thomas Foley; 28. Vice-Admiral Charles Tyler; 29. Vice-Admiral Lord Gardner; 30. Vice-Admiral William Mitchell; 31. Vice-Admiral Sir Thomas Williams; 32. Vice-Admiral Sir Thomas Boulden Thompson, Bart.; 38. Vice-Admiral William Hargood; 39. Vice-Admiral Robert Moorsom; 40. Vice-Admiral Lawrence William Halsted; 41. Vice-Admiral Sir Harry Neale, Bart.; 42. Vice-Admiral Sir Joseph Sidney Yorke; 43. Vice-Admiral the Hon. Arthur Kaye Legge; 49. Rear-Admiral Thomas Francis Fremantle; 50. Rear-Admiral Sir Francis Laforey, Bart.; 51. Rear-Admiral Philip Charles Durham; 52. Rear-Admiral Israel Pellew; 53. Major-General Henry Ball, R.M.; 61. Rear-Admiral Benjamin Hallowell; 62. Rear-Admiral George Hope; 63. Rear-Admiral Lord Amelius Beauclerk; 64. Rear-Admiral Nicoll James Morris; 65. Rear-Admiral Thomas Byam Martin; 69. Rear-Admiral William Johnstone Hope; 70. Rear-Admiral Lord Henry Paulett; 71. Rear-Admiral George Cockburn; 72. Rear-Admiral Graham Moore; 73. Rear-Admiral Henry William Bayntun; 74. Rear-Admiral Sir Richard King, Bart.; 75. Rear-Admiral Richard Lee; 89. Rear-Admiral William Hotham; 90. Rear-Admiral Pulteny Malcolm; 91. Rear-Admiral Sir John Gore; 92. Rear Admiral the Honourable Henry Hotham; 93. Rear-Admiral Sir Home Popham; 94. Rear-Admiral Sir Josias Rowley, Bart.; 95. Rear-Admiral Edward Codrington; 96. Rear-Admiral Charles Rowley; 105. Captain Sir George Eyre; 106. Captain Sir Charles Brisbane; 107. Captain John Talbot; 108. Captain Sir Edward Berry, Bart.; 109. Captain Sir Edward Hamilton; 110. Captain Edward William C. R. Owen; 111. Captain Sir Thomas Masterman Hardy, Bart.; 112. Captain Sir Jahleel Brenton, Bart.; 113. Captain Sir Michael Seymour, Bart.; 114. Captain Sir Thomas Lavie; 115. Captain Sir Philip B. V. Broke, Bart.; 116. Captain Sir William Hoste, Bart.; 117. Captain Sir Christopher Cole; 118. Captain Sir George R. Collier, Bart.; 119. Captain Sir James Lind; 120. Captain James Alexander Gordon; 121. Captain Sir Thomas Staines; 122. Captain Sir Edward Tucker; 123. Captain Sir James Lucas Yeo; 170. Lieutenant-Colonel Richard Williams, R.M.; 171. Lieutenant-Colonel James Malcolm, R.M.

16th. The third class of the Most Honourable Military Order of the Bath, shall be composed of officers holding commissions in his Majesty's service by sea or land, who shall be styled Companions of the said Order. They shall not be entitled to the appellation, style, precedence, or privileges Knights Bachelors, but they shall take place and precedence of all Esquires of the United Kingdom of Great Britain and Ireland.

17th. No Officer shall be nominated a Companion of the said Most Honourable Order, unless he shall have received or shall hereafter receive, a medal, or other badge of honour, or shall have been specially mentioned by name in despatches published in the London Gazette, as having distinguished himself by his valour and conduct in action against his Majesty's enemies, since the commencement of the war in 1803, or shall hereafter be named in despatches published in the London Gazette, as having distinguished himself.

18th. The Companions of the said Order shall wear the badge assigned to the Third Class pendant by a narrow red ribband to the button-hole.

19th. And his Royal Highness the Prince Regent hath been pleased to ordain and enjoin, that the said Knights Commanders, and the said Companions shall respectively be governed by the rules and regulations which his Royal Highness, in the name and on the behalf of his Majesty, hath been graciously pleased to make, ordain, and enjoin for them; and by suc

other rules and ordinances as may be from time to time made and ordained by his Majesty, his heirs, and successors, King of this realm.

And his Royal Highness the Prince Regent hath been pleased to appoint that Sir George Nayler, Knt. Genealogist and Blanc Courser Herald, of the Order of the Bath, and York Herald, shall be the Officer of Arms* attendant upon the said Knights Commanders and Companions, and also to command, that the Officers hereby appointed Knights Commanders, and those who shall hereafter be respectively nominated and constituted Knights Commanders or Companions, shall immediately after such nomination, transmit to the said Sir George Nayler, a statement of their respective military services, verified by their signatures, in order that the same may be by him recorded in books appropriated to the said Knights Commanders and Companions.

And his Royal Highness has also been pleased to approve, that Mr. William Woods be the Secretary appertaining to the said Knights Commanders and Companions.

Memorandum.—The names of the Companions of the said Most Honourable and Military Order will be published in future Gazettes.

*** The numbers and names omitted in the numerical list are those of Military Civil Knights of the Order: those of the navy and marines alone being inserted herein.

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WHITEHALL, JAN. 6.

The name of Admiral George Montague should have appeared in the Supplement to Tuesday's Gazette, as a Knight Grand Cross of the Most Honourable Military Order of the Bath; and the name of Rear-Admiral George Burlton should have appeared in the list of Knights Commanders of the said Order.

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WHITEHALL, JAN. 10.

His Royal Highness the Prince Regent hath been pleased, in the name and on the behalf of his Majesty, to give and grant unto John Marshal, Esq. post captain in the royal navy, his Majesty's royal licence and permission, that he may accept and wear the insignia of the Imperial Russian Order of St. George, of the Fourth Class, and of a Knight of the Royal Swedish Military Order of the Sword, with which their Imperial and Royal Majesties, the Emperor of all the Russias and the King of Sweden, have respectively honoured him, in testimony of the high sense which those Sovereigns entertain of his bravery and services during the siege of Gluckstadt, and at the blockade of Hamburgh and Haarbourg; provided, nevertheless, that his Majesty's said licence and permission doth not authorize, and shall not be deemed or construed to authorize, the assumption of any style, appellation, rank, precedence or privilege appertaining unto a Knight Bachelor of these realms.

And his Royal Highness has been further pleased to command, that the said royal concession and declaration, together with the relative documents, be registered in his Majesty's College of Arms.

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* *Fees to be paid to the officer attendant upon the Knights Commanders.*

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|---|---|---|---|
| For the escocheon, or plate of your armorial ensigns, to be affixed to Westminster Abbey | £8 | 0 | 0 |
| For the banner of your arms emblazoned on silk, to be placed over the said escocheon or plate | 5 | 10 | 0 |
| For recording the pedigree of your family, your coat armour, and statement of military services, in the books appropriated to the Knights Commanders | 7 | 8 | 0 |
| For a copy of the rules and ordinances | 1 | 1 | 0 |
| | £21 | 19 | 0 |

Rear-admiral Sir George Burlton, K.C.B. has hoisted his flag in the Cornwallis, as commander-in-chief in the East Indies, *vice* Sir Samuel Hood.

Rear-admiral John Erskine Douglas, to be commander-in-chief on the Jamaica station; Captain John M'Kellan to be flag-captain.

Sir John Thomas Duckworth, Bart. K.B. to be commander-in-chief at Plymouth.

### Captains, &c. appointed.

Captain Gordon, of the Superb, to the Narcissus; James Nash, to the Impregnable; James Pringle, to the Leven; William Brander, to the Fervent; Robert Parey, to the Shark; George Ferguson, to the Spey; W. K. Nicholas, to the Ariel; F. W. Bourgoyne, to the Sparrowhawk; Phipps Hornby, to the Spartan; G. F. Reck, to the Zephyr; Richard Creyke, of the Zephyr, to the rank of post-captain; Thomas Welch, to the Urgent; W. S. Dowdon, to the Pilot; John Harvey, to the Astrée; W. Lumley, to the Pomone; G. R. Sartorious, to the Slaney; John Bayley, to the Cornwallis; William Dowers, to the Wanderer; W. C. Fahie, to the Malta; W. Popham, to the Pandora.

### Lieutenants appointed.

Charles Andros, to the Bustard; John F. Baker, to the Prince; Martin Bennett, to the Niobe; Robert Barclay, to the Emulous; William Brander, to the Fervent; J. Cole, to the Amelia; R. L. Connolly, to the Akbar; Richard Connor (1), to the Boyne; Maurice Crawford, to the Oberon; Cornelius Collett, to the Diadem; John Dawson, to the Cherokee; W. G. Dowdon, to the Pilot; Henry N. Eastwood, to the Cadmus; Richard Fegen, to the Prince; James R. Forrest, to be a lieutenant, and to the Jasper; Robert Futter, to the Larne; E. R. O. Farquharson, to the Rolla; G. Gordon, to be a commander; William Handby, to the Havock; Philip G. Haynes, to the Royal Oak; Richard Hooper, to the Pilot; Thomas Hippies, to the Cherokee; John Harvey (1), to the Astrée; John Hunt, to the Britomart; James H. Johnstone, to the Leveret; Philip Justice, to the York; William Leece, to the Bonne Citoyenne; W. Leardet, to be a lieutenant, and to the Jasper; John Lapsley, to the Rolla; Samuel Malbon is promoted to the rank of commander; J. A. Morrell, to the York; J. H. Murray, to the Amelia; M. Montague, to be flag-lieutenant to Sir J. T. Duckworth; G. M. Monke, to the Niobe; W. K. Nicholas, to the Pilot; Henry Overend, to the Banterer; John Paterton, to the Scylla; Charles Reid, to the Ajax; George Sloane, to the Teazer; James Spratt, to the Ganges prison-ship; Henry Tull, to the Herald; Edward S. Watt, to the Centaur; Henry Walker (1), to the Menelaus; Thomas Welch (1), to the Urgent; Thomas Woodyatt, to the Arachne; William Watt, to the Zephyr; George Young (2), to the Snap.

### Masters appointed.

E. R. Pascoe, to the Granicus; W. Aykbone, to the Ariel; Thomas Prescio, to the Orpheus; W. Sidney, to the Rover; E. Tobin, to the Spartan; J. M'Dougall, to the Sparrowhawk; Thomas Atwell, to the Philomel; J. Porteous, to the Royal George yacht; D. Atchison, to the Royal Sovereign yacht; John Martyn,

to the Penelope; G. Carrington, to the Argo; H. Fraser, to the Towey; C. Chown, to the Phœbe; G. T. Tupp, to the Slaney, H. Garratt, to the Bann; N. Tinmouth, to the Warrior; E. Potter, to the Blossom; Francis Prior, to the Ganges; Henry Taylor, to the Cadmus; John Griffiths, to the Larne; J. P. Lurchen, to the Lee; A. Donaldson, to the Challenger; Jos. T. Watson, to the Spey.

List of Midshipmen passed for Lieutenants.

*Sheerness.*—R. Crichlow, T. Davies, W. G. Ellison.

*Portsmouth.*—W. Eldridge, T. Saumarez, G. Shaw.

*Plymouth.*—G. Pilkethly, T. M. Pooley, T. Knowles, P. Ralfe, D. Moodie, H. Kirkpatrick, J. Brian, H. Gerard, J. O'Farrell, W. Ritchie.

His Majesty Louis the XVIIIth has been pleased to confer on Doctor Denmark, late physician of the Fleet in the Mediterranean, the order of the Lily.

J. Shea, Esq. is appointed secretary to Vice-admiral Douglas.

Thomas Foster, Esq. of the Admiralty-office, is appointed naval officer and storekeeper at Jamaica.

Surgeons appointed.

Henry Saunderson, to the Insolent; James Scott, to the Cephalus; George Rowe, to the Royal Sovereign yacht; William Dennison, to the Achate; Charles Cudliff, to the Ganges; James Harvey, to the Cossack; C. M. Snook, to the Hyacinth; Alexander Cockburne, to the Stork; John May, to the Wanderer; Maurice Roberts, to the Pike; Robert Dobie, to the Dominica; John Saunders, to the Prometheus; W. S. Hoggan, to the Perseus; Francis Kiernan, to the Tartarus; C. B. Maguire, to the Larne; Joseph Dallaway, to the Curaçoa; William Anderson, to the Zenobia.

Assistant-surgeons appointed.

Robert Dickson, to the America; Duncan M'Nicholl, to the Danne mark; Alexander Thompson, to the America; T. H. Chandler, to the Trent; William Porteous, to the Malta; Lawrence M'Kay, to the Pelican; Richard Johnstone, to the Sparrowhawk; C. A. Browning, to the Hasty; James Patton, to the Dannemark; Robert Gourly, to the Malta; George Robertson, to the Amphion; J. S. Burse, to the Venus; William Aitchison, to the Lee; Thomas Tarte, to the Spartan; James Campbell, to the Amelia; Norman M'Morris, to the Jamaica; William Maguire, to the Sabine; John Beckett, to the Abundance.

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BIRTHS.

Lately, the lady of Captain Charles Hope Reid, of H.M.S. Calypso, of a son.

Lately, at Jettingstone-place, Suffolk, the lady of Rear-admiral Western, of a son.

Lately, at Bath, the lady of Captain Lysaght, R.N. of a son.

Early in November last, at Bermuda, the lady of Sir L. J. Cochrane, R.N. of a daughter.

On the 22d of December, at Doddington, the Hon. Mrs. Codrington, lady of Captain E. Codrington, R.N. of a daughter.

On the 23d of December, in Wimpole-street, the lady of Viscount Bridport, grandson of Admiral Lord Viscount Hood, K.B. of a son and heir.

On the 27th of December, in Welbeck-street, the lady of Captain Prevost, R.N. of a son.

On the 9th of January, at Hartwell Cottage, near East Grinstead, the lady of Captain Arthur Farquhar, of H.M.S. Liverpool, of a son.

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## MARRIAGES.

Lately, at Charles Church, Plymouth, Lieutenant H. C. Goldsmith, R.N. of H.M.S. Chesapeake, to Charity-Elizabeth Hore, youngest daughter of the late James Hore, Esq. purser R.N.

Lately, at Tottenham, R. H. Moubray, Esq. of Dalgetty, Fifeshire, and a captain R.N. to Miss Emma Hobson, daughter of W. Hobson, Esq. of Markfield.

Lately, James Franklyn, Esq. R.N. to Mary, eldest daughter of W. Hales, Esq. of Walworth.

Lately, the Rev. William Gilbank, to Eliza, second daughter of the late S. Nicholson, Esq. R.N.

Lately, at Bath, Captain Townshend, R.N. to Miss F. P. Biddulph, eldest daughter of the Rev. T. Biddulph, of Ledbury, and late vicar of Padstow, Cornwall.

Lately, at Halifax, Nova Scotia, Lieutenant Scott, of H.M.S. Tonnant, to Miss Hartshorne, of Halifax.

Lately, the Rev. David Williams, of Sherborne, to Miss Hawker, daughter of the late Edward Hawker, Esq. R.N.

Lately, Lieutenant Walter Kirby, R.N. to Hannah, youngest daughter of the late James Smith, Esq. of Langford, in Essex.

On the 14th of September, at Penrich, in the county of Dorset, H. Scott, Esq. commander of the Hon. East India Company's ship Ceres, to Sarah, eldest daughter of W. Jesson, Esq. of Butterly-hall.

On the 22d of December, at the Oaks, Surrey, the seat of the Earl of Derby, Captain Phipps Hornby, of H.M.S. the Spartan, to Miss Bourgoyne, daughter of the late Lieutenant-general Bourgoyne, and sister of Captain Bourgoyne, of the Sparrowhawk.

On the 5th of January, Lieutenant W. Stopford, R.N. to Octavia, daughter of the Rev. William Mantle, of Sculcoates, near Hull.

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## DEATHS.

Lately, at Cambeltown, Captain Morris, R.N.

Lately, killed by a fall from the mast of a powder-hoy, at Spithead Mr. Ormerod, midshipman of H.M.S. Scipion.

Lately, Captain Alexander Anderson, R.M.* who fell on board the Confiance, in the unfortunate conflict with the squadron of the United States on Lake Champlain.

Lately, at his son-in-law's, John Butler, Esq. Ramsbury, Wilts, Captain Dobrée, R.N.

Lately, at Exeter, Captain Charles Hotchkys, R.N.

Lately, in East Lothian, Robert Deans, Esq. admiral of the white.

Lately, at Lambeth, after a long illness, Lieutenant Charles Touzeau, R.N. aged 45 years, thirty-five of which he has served in his Majesty's navy, and distinguished himself as a brave officer in the memorable actions of the 1st of June, 1794, and 14th February, 1798, under the command of the Earls Howe and St. Vincent.

Lately, Captain Andrew Saunders, R.N.

In December, 1813, at Macoa, in China, Lieutenant James Macfarlane, of H.M.S. Doris, aged 23.

On the 16th of June, at Chowringhée, of a fever, Mr. James Elphinston Rivers, acting second lieutenant of the Company's surveying ship Minto, aged 22 years. He entered the royal navy at an early period of life, and served in it with much credit to himself, and had the honour of being a midshipman on board the Victory, under Nelson, in the memorable battle off Cape Trafalgar; and was afterwards master of the Echo sloop of war. He joined the Company's ship Minto, as second-lieutenant, in the January preceding, where, by his zeal, activity, and general good conduct, he obtained the approbation and esteem of his commander, who, while he laments his loss, pays this tribute to his memory.

On the 8th of October, at St. George's Cottage, Gloucestershire, aged 88, the wife of Captain John Griffith, R.N.

Lost in the Mediterranean, about the end of December, in a vessel captured by the Armada, of which ship he was a midshipman, Mr. James Macdowall, youngest son of the late James Macdowall, Esq. of Glasgow.

On the 20th of December, at Clifton, after a long and lingering illness, Vice-admiral Sir Henry Edwin Stanhope, Bart.

On the 21st of December, at the Royal Hospital at Haslar, Mr. M'Arthur, one of the lieutenants of that establishment.

On the 26th of December, at his house, Jettingstone-place, aged 53, Rear-admiral Thomas Western.

On the 10th of January, at Plymouth-dock, Mr. Brown, assistant-surgeon of the naval yard at that place.

On the 19th of January, Lieutenant G. Green, late commanding H.M.'s gun-brig Steady.

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* *Vide* page 39

BIOGRAPHICAL MEMOIR

OF THE LATE

# CAPTAIN SAMUEL WALLIS, R.N.

[THE ORIGINAL DISCOVERER OF O-TAHEITE.]

Him Science taught by mystic lore to trace
The planets wheeling in eternal race;
To mark the ship in floating balance held,
By earth attracted, and by seas repell'd;
Or point her devious track, through climes unknown,
That leads to every shore, and every zone.——FALCONER.

THE advantages of Commerce have been too long and too generally experienced to need even the assertion of them—but as though the cup of human blessings was never to be presented pure, in how many instances have the original cost of them left an indelible stain behind it. On whatever quarter of the globe we turn our eyes, we find, that, no sooner had the peaceful and enterprising navigator discovered, pointed out, and opened the way to, a communication with a new people, whose country possessed the means of wealth—than the sword was drawn to dispossess them—to drive them into woods and deserts—enslave or kill—or, as in some instances has been the pretence, to enlighten their savage minds!—to teach them what is wrong by their precept, and by their conduct the practice of it! The precedent of the first violators was but an example to succeeding ones, and the defence or augmentation of their ill-gotten territory were, and have continued to be, the perpetual cause of national contentions. Thus, as Europe became more enlightened, instead of finding wars less frequent, and justice and equity the barriers to inroad and devastation, we see but a variation in the cause of them—from the ambition of mere animal ferocity, to the cupidity of gain. Did but the principles of honest William Penn more generally prevail, we should see the advantages of commerce more equally diffused, and the page of history less often stained with blood.

The above reflections have occurred to us, on a consideration of the nature of the public services by which the gentleman who is

the subject of the present memoir was more particularly distinguished—services in which we view him as the peaceful, useful navigator, extending the limits of human society, and happily for the new associates, found them at too great a distance, or too poor in their possessions, to bring on them the violation that oppressed their more early-discovered brethren. We must, however, follow him in the order of his services.

Concerning the early life of this gentleman, but little has appeared, and our endeavours to obtain more have proved ineffectual. But that it was creditable to himself, and useful to his country, may be inferred, from his having obtained his commission as lieutenant, in which degree of naval promotion we find him in the Gibraltar, of twenty guns, in the year 1755. From this ship he was afterwards promoted to be lieutenant in the Torbay, a third rate, of seventy-four guns, and, at that time, the flag-ship of Vice-admiral Boscawen.

His first promotion as a commander was on the following occasion; in which may be seen an expedition well-planned, but ill-executed in the first stage of its progress, and affording one instance at least, that the expeditions of more recent times have not been without precedent in the tardiness of their preparation, and in the consequent frustration of their purpose by a vigilant and active enemy:—

In the year 1757, Mr. Pitt came first into administration; he was the favourite of the people, and, by a natural consequence, an object of malevolence with the unpopular party, some of whom, however, he was, at the same time, under the disagreeable necessity of admitting to a share in the ministry, by a kind of specious coalition; but somehow it happened, that though his measures were acceded to in their proposition, they were almost invariably, by those within or without the cabinet, or by both, thwarted in the execution. The spirit of party prevailed both among the officers who were to execute, and the councillors who were to direct; and, between both, the interests of the country were, as usual, sacrificed.

From the spirit and political sagacity of Mr. Pitt, much was naturally expected by the people, but his enemies in the council took care that he should, if possible, effectuate no more than they had done before him. Surprised that they had done so little, and perhaps

secretly gratified that their neglect had left him so much room to do more, he instantly projected three diverse operations, to distract the enemy, and revive the faded laurels of Great Britain. He despatched one squadron of men of war, under Commodore Stevens, to the East Indies; another, under Admiral Coates, to Jamaica; and gave directions for the immediate equipment of a third, to co-operate with a body of troops under Lord Loudon, then in America, for the reduction of Louisbourg.

But scarcely had this plan been laid before the privy council, than it was known in the French cabinet, and the preparations at Portsmouth were so flagrantly retarded, that the enemy had little difficulty in rendering them inconsequential. One French fleet of nine ships sailed from Brest in January; a second, of five men of war, sailed from Toulon in April; and a third, of fourteen sail, left Brest on the third of May. The last of these squadrons arrived at Louisbourg in June. The English fleet, intended for Sir Edward Hawke, was placed under the command of Admiral Holbourne, who sailed from Cork a week after the departure of the last French squadron, and arrived at Halifax on the 9th of July! To this fleet Captain Wallis was attached, in command of the Portmahon, of twenty guns.

The fleet consisted of eleven ships of the line, a fire-ship, bomb-ketch, and fifty transports, having six thousand two hundred effective men on board, exclusive of officers, under the command of General Hopson, assisted by Lord Charles Hay.

Lord Loudon, then at New York, apprized of their arrival at Halifax, had taken the most effectual steps to raise a sufficient force, and it was his intention to join the troops from England with all possible diligence, in order to take on himself the command of the expedition; but various accidents interposed, and it was with difficulty that he ultimately succeeded in collecting a body of six thousand men, with which he began his march to Halifax.

The junction being effected, some small vessels were sent out to examine and reconnoitre the condition of the enemy. But the return of the scouts totally altered the face of affairs; the unwelcome news was brought, that M. de Bois de la Mothe, who had sailed in the month of May from Brest, with a large fleet of ships of war and transports, was now safe at anchor in the harbour of

Louisbourg. This intelligence was supported by the testimony of several deserters; still it wanted that confirmation that all news requires, which we do not wish to believe; and especially the strength of the enemy seemed magnified. The consequence was, fluctuations in the councils of war—some were for postponing the expedition—others for prosecuting it with vigour through whatever dangers and difficulties. An end was at last put to these differences of opinion, by the capture of a packet bound from Louisbourg to France, on board of which were letters that put the enemy's superiority, at least by sea, beyond all doubt. It appeared from these, that seventeen ships of the line, and three frigates were moored in the harbour, the place supplied with ammunition, provisions, and every kind of military stores, and that the enemy wished for nothing more than an attack; being in the utmost confidence of defeating it, to the ruin of the British affairs in America.

The commanders at Halifax being fully aware of the consequences of defeat, it was now unanimously resolved to postpone the expedition to a more favourable opportunity, the season alone, being so far advanced, seeming sufficient of itself to render the attempt abortive.

On the departure of Lord Loudon from Halifax, Admiral Holbourne, relieved from his charge of the transports, immediately set sail for Louisbourg, with fifteen ships of the line, one ship of fifty guns, three small frigates, and a fire-ship. The object of his cruise was left to conjecture; some supposed it mere curiosity in the admiral, to ascertain in person the enemy's strength; others imagined it a desire of drawing M. de la Mothe to an engagement, notwithstanding his superiority in number of ships, and weight of metal. Whatever was the motive, the British squadron appeared off Louisbourg on the 20th of August, and approaching within two miles of the batteries, saw the French admiral make the signal to unmoor. Admiral Holbourne was greatly inferior in strength, and he immediately returned to Halifax.

About the middle of September, having been reinforced with four ships of the line, he again proceeded to Louisbourg, with the view of engaging the enemy, but he now found M. de la Mothe too prudent to hazard a battle.

The British squadron continued cruising until the twenty-fifth,

when they were overtaken by a storm from the southward. At the commencement of the hurricane, they were above forty leagues distant from Louisbourg, but in the course of twelve hours, such was its violence, they were driven within two miles of the rocks and breakers on that coast, when the wind providentially shifted.

The Tilbury was wrecked upon the rocks, and the greatest part of her crew drowned; eleven ships were dismasted, others threw their guns overboard, and all returned in a very shattered condition to England.*

Thus ended the expedition to Louisbourg: a consequence that may be attributed wholly to factions at home, and the attachment of commanders to *particular persons*.

The unfortunate circumstances and fruitless termination of this expedition, must have precluded, generally, any display of skill or bravery in the officers and men attached to it; and therefore, though no doubt can be entertained that the utmost exertion of both qualities would have distinguished the co-operation of Captain Wallis, he was thus necessarily deprived of the opportunity.

In the year 1760, the command of the Prince of Orange, a reduced third rate, was assigned him; in which ship he was ordered to Canada. What were his services on that station does not appear—a lack of opportunities we may reasonably suppose the sole cause of their remaining undistinguished. On his return to England, he was employed on the home station—in general a dull kind of service, but which, his retaining the command of a third rate during the continuance of the war, warrants the conclusion, that he performed to the satisfaction of his country.

On the accession of peace, in the year 1763, he was consequently deprived of his command, and remained unemployed till the year 1766. It was now that his talents were to distinguish him, and in the month of August, 1766, he was selected as chief in a voyage of discovery, and appointed to the Dolphin, of twenty-four guns, as successor to Commodore Byron, who had preceded him in a similar commission, and the Swallow sloop of war, mounting fourteen guns, commanded by Captain Carteret, was ordered to accompany him.

The provision for the voyage was ample, both in articles of use and comfort for the ship's company, and in toys and baubles to

* *Vide* N. C. Vol. VII. page 5.

conciliate the friendship of the savage inhabitants of the countries they might fall in with.

The Dolphin and her consort thus provided, together with the Prince Frederick store-ship, sailed from Plymouth the 22d of August, 1766, and arrived at Madeira on the 7th of September. On the 12th they resumed their course; but in the night of the 21st, lost company with the Swallow, who had been found at the outset of the voyage a very indifferent sailer: she, however, fortunately joined them again on the 24th, and they all reached Porto Praya* in a day or two afterwards, from whence, on the 28th, they again proceeded to sea.

It seems somewhat inexplicable, that so amply provided as the ships were with every thing, they should so early as the 20th of October have expended their butter and cheese; such, however, was the case, and oil was substituted in their stead; and once a fortnight mustard and vinegar were served out to the crews, as a preventive (and is said to have proved in a great degree effectual) of the fatal effects of the scurvy.

They had hitherto prosecuted the voyage without any material accident of an unfortunate nature, with the exception of the Swallow parting company; but on the 27th of October the store-ship sprung a leak, and but for the great and continued assistance afforded her, she must inevitably have foundered, as all endeavours to stop the leak, at sea, proved ineffectual.

On the 16th of December, the ships came to anchor in a bay on the coast of Patagonia, a little to the southward of Cape Virgin Mary. Their arrival was soon noticed by the inhabitants, who came down upon them in large bodies, and Captain Wallis having manned all the boats belonging to the three ships, for the security of his people in case of a hostile reception, landed with the greater part of his officers, and a party of marines. The friendly inclination of the natives was soon apparent, and the directions of Captain Wallis, so far as by signs they could be rendered intelligible to them, were readily complied with, and buttons, scissars, beads, combs, knives, and ribands, were presented to them, and received with respect and much apparent gratification, especially in the distribution of ribands to the women.

These minor articles having been presented, Captain Wallis

* For a description of Porto Praya, *vide* N. C. Vol. VII. page 513.

indicated the possession of articles of greater value on board his ship, shewing them at the same time axes and bill-hooks, and pointing to some guanicoes and ostriches, which he intimated he should expect in return, but the natives either did not, or more probably would not, understand him, and the desired traffic was not effected. Captain Wallis, notwithstanding, invited some of them on board the Dolphin, to whom he shewed his stock of toys, &c. but, as an evidence of their good sense, though their admiration was excited by many articles of show and glitter, and looking glasses especially, they seemed not particularly desirous of any thing but clothes. Captain Wallis having dismissed them with some trifling presents, on the following day the ships pursued their voyage.

The next place they touched at was Elizabeth's island, under which they anchored on the 25th of December (Christmas-day); where, having procured a considerable quantity of celery, considered serviceable as an antiscorbutic, they again sailed, and the next day anchored at Port Famine. Here the people were landed, the tents pitched, the sick put on shore, and a forge erected for repairing the iron work of the ships.

The store-ship not being considered as any longer necessary, the empty casks were trimmed, and her cargo being distributed, she was ordered to return to England, and to touch at Port Egmont in her way.

The repairs being completed, on the 19th of January the Dolphin and the Swallow prosecuted their voyage; and on the 23d anchored under Cape Gallant, in the Straits of Magellan, which, after a passage unimportant in its events, they cleared on the morning of the 12th of April, and, as an event more memorable of the day, the Swallow parted company to meet no more till the return of the two ships to England.

The course of the Dolphin was westward, in which direction Captain Wallis found himself on the 22d, in 95° 46′ latitude 42° 24′ south. This course he pursued farther than any navigator had done before him; and on the 6th of June saw land, which he called, in allusion to its discovery on Whitsun-eve, Whitsun-island. The usual tokens of approximation to land had been observed by the sailors a few days previous, *viz.* uncertainty of weather, the flight of birds, &c. and in latitude 19° south, and

longitude 137° west, a low island was, at five or six leagues distant, plainly seen; and when within a few miles from the island, another was discovered, bearing north-west by west.

With these two objects in view, it was the determination of the captain to inform himself previously of the one first discovered. He ordered the boats to be manned and armed, and despatched them to the shore, and in a few hours they returned, with several cocoa-nuts, and a quantity of scurvy grass. The report of the men was, that they had seen none of the inhabitants, though they had visited several huts, consisting only of a roof thatched with cocoa-nut and palm leaves, supported by posts, and open all round; that the island was surrounded by a reef of rocks, no anchorage found, and the surf so high, as almost to preclude access to the shore.

In consequence of this report, the Captain stood away for the other island, about four leagues distant, and having come under the lee of the land, the boats were despatched, but could find no soundings till within half a cable's length of the shore, which, on the boats approaching, the natives came down in crowds to the beach to oppose their landing, armed with long pikes. The crews lay upon their oars, and displayed several strings of beads, ribands, knives, and trinkets of various kinds, as tokens of friendship. But they still made a shew of opposition to their landing, and expressed by signs that they wished them to depart; at the same time, such was the attraction of the trinkets, that they eyed them with the most wishful curiosity, and hopes were entertained of establishing an intercourse with them; the boats landed, and water and other refreshments were procured; but no intercourse of trade could be effected, as on the landing of the English the natives fled in their canoes.

Captain Wallis having taken formal possession of the island in the name of George the Third, called it Charlotte's Island, in honour of her Majesty.

The island was sandy and level, full of trees, but without underwood, and abounding with scurvy grass, and wells of excellent water, about six miles long, and one broad, in latitude 19° 18′ south, longitude 108° 4′ west.

On the same day that Captain Wallis left this island, another, bearing east by north, distant fifteen miles, was discovered. The

island was low, and covered with trees, but no verdure under them; they found neither huts nor inhabitants; a reef of rocks ran from east to west, over which the sea breaking, formed itself into a lagoon in the middle of the island. Captain Wallis, finding the soil sandy, and the shore every where rocky, and no anchorage, left a place where there was no probability of obtaining any refreshment, having first named it Egmont island, in honour of the then first Lord of the Admiralty: its latitude was 19° 20′ south, longitude 138° 30′ west.

About mid-day on the 11th of June, another island appeared in sight, bearing west-south-west. About four in the afternoon they were within a quarter of a mile of the shore, but could find no soundings, the island being surrounded by rocks, on which the sea broke very high. In soil, inhabitants, and general appearance, it differed little from the islands they had before discovered. This island Captain Wallis named in honour of his Royal Highness the Duke of Gloucester, Gloucester Island. The latitude of the island was 19° 11′ south, longitude 140° 4′ west.

Pursuing his course westward, Captain Wallis discovered two other small islands, which he named after the Duke of Cumberland and Prince William Henry. But as in the appearance of these there was nothing more inviting than in those already mentioned, the captain kept on his course, proceeding westward, in hopes of finding higher land, where the ship might come to anchor, and the necessary refreshments be obtained. High land was seen on the 17th, with frequent fires, but they could find no anchorage. This also was an island, of circular form, and about two miles in diameter; the inhabitants seemed too numerous for the place, and the proximity of other lands was conjectured, which it was hoped might prove of greater extent, and present less difficulty of approach. This island, which the captain named Osnaburgh, in honour of Prince Frederick, had its bearings in latitude 17° 51′ south, longitude 147° 30′ west.

Captain Wallis now bore away to the southward, where a more important discovery was to crown his endeavours. Very high land was on the same day discovered, which proved to be the famous island of O-Taheite, named, by Captain Wallis, King George the Third's island. It is formed of two divisions, united

by a narrow neck of land, the circumference of both being about forty leagues, situated in latitude 17° 46′ south, longitude 149° 13′ west. It was on the 18th of June, 1767, that the Dolphin approached the coast, and in the midst of a thick fog, on the clearing of which, to the astonishment of the ship's company, they found themselves surrounded by some hundreds of canoes. The natives, in number many thousands, at first conducted themselves in a friendly manner; one of them holding up a branch of the plantain tree, as a symbol of peace. But having assembled round the ship in their canoes, loaded with stones, on a signal being given, they began to throw them with great violence, and the captain found it necessary to order some guns to be fired. The terror and astonishment excited by which soon produced a cessation of hostilities, and terms of barter were soon established, procuring to the English, hogs, fowls, bread-fruit, apples, bananas, and cocoa-nuts, in exchange for nails, hatchets, and various trinkets, highly estimated by the natives.

Captain Wallis remained off this island from the 24th of June to the 27th of July; in the course of which time, the interior parts, as well as the coast, were examined, and found to be luxuriantly fertile, and extremely populous. The habitations of the inhabitants seemed commodious and comfortable, their clothing was of a stuff made of the macerated fibres of a shrub, with which the country abounds. They were in stature above the ordinary European size, tawney complexion, the men well made, and the women handsome. Their religious sentiments could not be discovered, or whether they had any notions of superior and invisible beings; but on a more intimate acquaintance with them, they were found to be not only just in their dealings, but generous and humane; and so susceptible of attachment, that several of them, especially the queen of the island, exhibited signs of extreme concern when their visitants took their departure.

It may be acceptable to the reader to illustrate the fact in Captain Wallis's own words, wherein his first and last interview with the famous Queen Oberea, is thus described, with other matters:—

On Saturday, the 11th of July, in the afternoon, the gunner came on board with a tall woman, who seemed to be about five and forty years of age, of a pleasing countenance, and majestic deportment. He told me that she was but just come into that part of the country, and that seeing

great respect paid her by the rest of the natives, he made her some presents: in return for which she had invited him to her house, which was about two miles up the valley, and given him some large hogs; after which she returned with him to the watering-place, and expressed a desire to go on board the ship, in which he had thought it proper, on all accounts, that she should be gratified. She seemed to be under no restraint, either from diffidence or fear, when she first came into the ship; and she behaved, all the while she was on board, with an easy freedom, that always distinguishes conscious superiority and habitual command. I gave her a large blue mantle, that reached from her shoulders to her feet, which I threw over her, and tied on with ribbands; I gave her also a looking-glass, beads of several sorts, and many other things, which she accepted with a very good grace, and much pleasure. She took notice that I had been ill, and pointed to the shore. I understood that she meant I should go thither to perfect my recovery, and I made signs that I would go thither the next morning. When she intimated an inclination to return, I ordered the gunner to go with her, who, having set her on shore, attended her to her habitation, which he described as being very large and well built. He said, that in this house she had many guards and domestics, and that she had another at a little distance, which was enclosed in lattice-work.

The next morning I went on shore for the first time, and my princess, or rather queen, for such by her authority she appeared to be, soon after came to me, followed by many of her attendants. As she perceived that my disorder had left me very weak, she ordered her people to take me in their arms, and carry me not only over the river, but all the way to her house; and, observing that some of the people who were with me, particularly the first lieutenant and purser, had also been sick, she caused them also to be carried in the same manner, and a guard, which I had ordered out upon the occasion, followed. In our way, a vast multitude crowded about us, but upon her waving her hand, without speaking a word, they withdrew, and left us a free passage. When we approached near her house, a great number of both sexes came out to meet her: these she presented to me, after having intimated by signs that they were her relations, and taking hold of my hand, she made them kiss it. We then entered the house, which covered a piece of ground 327 feet long, and 42 feet broad. It consisted of a roof, thatched with palm leaves, and raised upon 39 pillars on each side, and 14 in the middle. The ridge of the thatch, on the inside, was 30 feet high, and the sides of the house, to the edge of the roof, were 12 feet high; all below the roof being open. As soon as we entered the house, she made us sit down, and then calling four young girls, she assisted them to take off my shoes, draw down my stockings, and pull off my coat, and then directed them to smooth down the skin, and gently chafe it with their hands: the same operation was also performed upon the first lieutenant and the purser, but upon none of those who appeared to be in health. While this was doing, our surgeon, who had walked till he was very warm, took off his wig to cool and refresh himself: a sudden exclamation of one of the Indians who saw it, drew the attention of the rest, and in a moment every eye was fixed upon the pro-

digy, and every operation was suspended: the whole assembly stood some time motionless, in silent astonishment, which could not have been more strongly expressed, if they had discovered that our friend's limbs had been screwed on to the trunk; in a short time, however, the young women who were chafing us, resumed their employment, and having continued it for about half an hour, they dressed us again, but in this they were, as may easily be imagined, very aukward; I found great benefit, however, from the chafing, and so did the lieutenant and purser. After a little time, our generous benefactress ordered some bales of Indian cloth to be brought out, with which she clothed me, and all that were with me, according to the fashion of the country. At first I declined the acceptance of this favour, but being unwilling not to seem pleased with what was intended to please me, I acquiesced. When we went away, she ordered a very large sow, big with young, to be taken down to the boat, and accompanied us thither herself. She had given directions to her people to carry me, as they had done when I came, but as I chose rather to walk, she took me by the arm, and whenever we came to a plash of water or dirt, she lifted me over with as little trouble as it would have cost me to have lifted over a child if I had been well.

The next morning I sent her, by the gunner, six hatchets, six bill-hooks, and several other things; and when he returned, he told me that he found her giving an entertainment to a great number of people, which, he supposed, could not be less than a thousand. The messes were all brought to her, by the servants that prepared them, the meat being put into shells of cocoa-nuts, and the shells into wooden trays, somewhat like those used by our butchers, and she distributed them with her own hands to the guests, who were seated in rows round the great house. When this was done, she sat down herself, upon a place somewhat elevated above the rest, and two women, placing themselves one on each side of her, fed her, she opening her mouth as they brought their hands up with the food. When she saw the gunner, she ordered a mess for him; he could not certainly tell what it was, but he believed it to be fowl picked small, with apples cut among it, and seasoned with salt water; it was, however, very well tasted. She accepted the things that I sent her, and seemed to be much pleased with them. After this correspondence was established with the queen, provisions of every kind became much more plenty at market; but though fowls and hogs were every day brought in, we were still obliged to pay more for them than at the first, the market having been spoiled by the nails which our men had stolen and given to the women; I therefore gave orders that every man should be searched before he went on shore, and that no woman should be suffered to cross the river.

On the 14th, the gunner being on shore to trade, perceived an old woman on the other side of the river, weeping bitterly: when she saw that she had drawn his attention upon her, she sent a young man, who stood by her, over the river to him, with a branch of the plantain tree in his hand. When he came up, he made a long speech, and then laid down his bough at the gunner's feet: after this he went back and brought over the old woman, another man at the same time bringing over two large fat hogs.

The woman looked round upon our people with great attention, fixing her eyes sometimes upon one, and sometimes upon another, and at last burst into tears. The young man who brought her over the river, perceiving the gunner's concern and astonishment, made another speech, longer than the first: still, however, the woman's distress was a mystery, but at length she made him understand, that her husband, and three of her sons, had been killed in the attack of the ship. During this explanation, she was so affected, that at last she sunk down, unable to speak; and the two young men, who endeavoured to support her, appeared to be nearly in the same condition: they were probably two more of her sons, or some very near relations. The gunner did all in his power to sooth and comfort her, and when she had in some measure recovered her recollection, she ordered the two hogs to be delivered to him, and gave him her hand in token of friendship, but would accept nothing in return, though he offered her ten times as much as would have purchased the hogs at market.

The next morning, I sent the second lieutenant, with all the boats and sixty men, to the westward, to look at the country, and try what was to be got. About noon he returned, having marched along the shore near six miles. He found the country very pleasant and populous, and abounding as well with hogs and fowls, as fruit, and other vegetables of various kinds. The inhabitants offered him no molestation, but did not seem willing to part with any of the provisions, which our people were most desirous to purchase; they gave them, however, a few cocoa-nuts and plantains, and at length sold them nine hogs and a few fowls. The lieutenant was of opinion, that they might be brought to trade freely by degrees, but the distance from the ship was so great, that too many men would be necessary for a guard. He saw a great number of very large canoes upon the beach, and some that were building. He observed that all their tools were made of stone, shells, and bone, and very justly inferred, that they had no metal of any kind. He found no quadrupeds among them, besides hogs and dogs, nor any earthen vessel, so that all their food is either baked or roasted. Having no vessel in which water could be subjected to the action of fire, they had no more idea that it could be made hot, than that it could be made solid. As the queen was one morning at breakfast with us on board the ship, one of her attendants, a man of some note, and one of those that we thought were priests, saw the surgeon fill the tea-pot by turning the cock of an urn that stood upon the table: having remarked this with great curiosity and attention, he presently turned the cock, and received the water upon his hand: as soon as he felt himself scalded, he roared out, and began to dance about the cabin with the most extravagant and ridiculous expressions of pain and astonishment: the other Indians, not being able to conceive what was the matter with him, stood staring at him in amaze, and not without some mixture of terror. The surgeon, however, who had innocently been the cause of the mischief, applied a remedy, though it was some time before the poor fellow was easy.

On Thursday the 16th, Mr. Furneaux, my second lieutenant, was taken very ill, which distressed me greatly, as the first lieutenant was not yet

recovered, and I was still in a very weak state myself: I was this day also obliged once more to punish Proctor, the corporal of marines, for mutinous behaviour. The queen had now been absent several days, but the natives made us understand, by signs, that the next day she would be with us again.

Accordingly the next morning she came down to the beach, and soon after a great number of people, whom we had never seen before, brought to market provisions of every kind: and the gunner sent off fourteen hogs, and fruit in great plenty.

In the afternoon of the next day, the queen came on board, with a present of two large hogs, for she never condescended to barter; and in the evening she returned on shore. I sent a present with her, by the master, and as soon as they landed, she took him by the hand, and having made a long speech to the people that flocked round them, she led him to her house, where she cloathed him, as she had before done me, according to the fashion of the country.

The next morning, he sent off a greater quantity of stock than we had ever procured in one day before; it consisted of forty-eight hogs and pigs, four dozen of fowls, with bread-fruit, bananas, apples, and cocoa-nuts, almost without number.

On the 20th, we continued to trade with good success, but in the afternoon it was discovered that Francis Pinckney, one of the seamen, had drawn the cleats to which the main-sheet was belayed, and, after stealing the spikes, thrown them overboard. Having secured the offender, I called all the people together upon the deck, and after taking some pains to explain his crime, with all its aggravations, I ordered that he should be whipped with nettles, while he ran the gauntlet thrice round the deck: my rhetoric, however, had very little effect, for most of the crew being equally criminal with himself, he was handled so tenderly, that others were rather encouraged to repeat the offence by the hope of impunity, than deterred by the fear of punishment. To preserve the ship, therefore, from being pulled to pieces, and the price of refreshments from being raised so high as soon to exhaust our articles of trade, I ordered that no man, except the wooders and waterers, with their guard, should be permitted to go on shore.

On the 21st, the queen came again on board, and brought several large hogs as a present, for which, as usual, she would accept of no return. When she was about to leave the ship, she expressed a desire that I should go on shore with her, to which I consented, taking several of the officers with me. When we arrived at her house, she made us all sit down, and taking off my hat, she tied to it a bunch or tuft of feathers, of various colours, such as I had seen no person on shore wear but herself, which produced by no means a disagreeable effect. She also tied round my hat, and the hats of those who were with me, wreaths of braided or plaited hair, and gave us to understand that both the hair and workmanship were her own: she also presented us with some mats, that were very curiously wrought. In the evening she accompanied us back to the beach, and when we were getting into the boat, she put on board a fine large sow, big with

young, and a great quantity of fruit. As we were parting, I made signs that I should quit the island in seven days: she immediately comprehended my meaning, and made signs that I should stay twenty days; that I should go two days' journey into the country, stay there a few days, bring down plenty of hogs and poultry, and after that leave the island. I again made signs that I must go in seven days; upon which she burst into tears, and it was not without great difficulty that she was pacified.

The next morning, the gunner sent off no less than twenty hogs, with great plenty of fruit. Our decks were now quite full of hogs and poultry, of which we killed only the small ones, and kept the others for sea stores: we found, however, to our great mortification, that neither the fowls nor the hogs could, without much trouble, be brought to eat any thing but fruit, which made it necessary to kill them faster than we should otherwise have done: two, however, a boar and a sow, were brought alive to England, of which I made a present to Mr. Stephens, secretary to the Admiralty.

On the 23d, we had very heavy rain, with a storm of wind that blew down several trees on shore, though very little of it was felt where the ship lay.

The next day, I sent the old man, who had been of great service to the gunner at the market-tent, another iron pot, some hatchets and bills, and a piece of cloth. I also sent the queen two turkies, two geese, three Guinea hens, a cat big with kitten, some china, looking-glasses, glass-bottles, shirts, needles, thread, cloth, ribands, peas, some small white kidney beans, called callivances, and about sixteen different sorts of garden seeds, and a shovel, besides a considerable quantity of cutlery wares, consisting of knives, scissars, bill-hooks, and other things. We had already planted several sorts of the garden seeds, and some peas in several places, and had the pleasure to see them come up in a very flourishing state, yet there were no remains of them when Captain Cook left the island. I sent her also two iron pots, and a few spoons. In return for these things, the gunner brought off eighteen hogs, and some fruit.

In the morning of the 25th, I ordered Mr. Gore, one of the mates, with all the marines, forty seamen, and four midshipmen, to go up the valley by the river, as high as they could, and examine the soil and produce of the country, noting the trees and plants which they should find, and when they saw any stream from the mountains, to trace it to its source, and observe whether it was tinctured with any mineral or ore. I cautioned them also to keep continually upon their guard against the natives, and directed them to make a fire, as a signal, if they should be attacked. At the same time, I took a guard on shore, and erected a tent on a point of land, to observe an eclipse of the sun, which, the morning being very clear, was done with great accuracy.

| | Hrs. | Min. | Sec. |
|---|---|---|---|
| The immersion began, by true time, at ..... | 6 | 51 | 50 |
| The emersion, by true time, was at ..... | 8 | 1 | 0 |
| The duration of the eclipse was ..... | 1 | 9 | 10 |

The latitude of the point, on which the observation was made, was 17° 30′ S. the sun's declination was 19° 40′ N. and the variation of the needle 5° 36′ E.

After the observation was taken, I went to the queen's house, and shewed her the telescope, which was a reflector. After she had admired its structure, I endeavoured to make her comprehend its use, and fixing it so as to command several distant objects, with which she was well acquainted, but which could not be distinguished with the naked eye, I made her look through it. As soon as she saw them, she started back with astonishment, and directing her eye as the glass was pointed, stood some time motionless and silent; she then looked through the glass again, and again sought in vain, with the naked eye, for the objects which it discovered. As they by turns vanished and re-appeared, her countenance and gestures expressed a mixture of wonder and delight, which no language can describe. When the glass was removed, I invited her, and several of the chiefs that were with her, to go with me on board the ship, in which I had a view to the security of the party that I had sent out; for I thought that while the queen and the principal people were known to be in my power, nothing would be attempted against any person belonging to the ship on shore. When we got on board, I ordered a good dinner for their entertainment, but the queen would neither eat nor drink; the people that were with her eat very heartily of whatever was set before them, but would drink only plain water.

In the evening our people returned from their excursion, and came down to the beach, upon which I put the queen and her attendants into the boats, and sent them on shore. As she was going over the ship's side, she asked by signs, whether I still persisted in my resolution of leaving the island at the time I had fixed; and when I made her understand that it was impossible I should stay longer, she expressed her regret by a flood of tears, which for a while took away her speech. As soon as her passion had subsided, she told me that she would come on board again the next day: and thus we parted.

About 10 o'clock the next morning, the queen came on board according to her promise, with a present of hogs and fowls, but went on shore again soon afterwards. This day the gunner sent off near thirty hogs, with great plenty of fowls and fruit. We completed our wood and water, and got all ready for sea. More inhabitants came down to the beach from the inland country than we had seen before, and many of them appeared, by the respect that was paid them, to be of a superior rank. About three o'clock in the afternoon the queen came again down to the beach, very well dressed, and followed by a great number of people. Having crossed the river with her attendants and our old man,* she came once more on board the ship. She brought with her some very fine fruit, and renewed her solicitation, that I would stay ten days longer, with great earnestness, intimating that she

* This was the man through whose means the first intercourse with the natives was effected.

would go into the country, and bring me plenty of hogs, fowls, and fruit. I endeavoured to express a proper sense of her kindness and bounty, but assured her that I should certainly sail the next morning. This, as usual, threw her into tears, and after she recovered, she inquired by signs when I should return: I endeavoured to express fifty days, and she made signs for thirty: but the sign for fifty being constantly repeated, she seemed satisfied. She staid on board till night, and it was then with the greatest difficulty that she could be prevailed upon to go on shore. When she was told that the boat was ready, she threw herself down upon the arm-chest, and wept a long time with an excess of passion that could not be pacified; at last, however, though with the greatest reluctance, she went into the boat, and was followed by her attendants and the old man. The old man had often intimated that his son, a lad about fourteen years of age, should go with us, and the boy seemed to be willing: he had, however, now disappeared for two days; I inquired after him when I first missed him, and the old man gave me to understand that he was gone into the country to see his friends, and would return time enough to go with us; but I have reason to think, that when the time drew near, the father's courage failed, and that to keep his child, he secreted him till the ship was gone, for we never saw him afterwards.

At break of day, on Monday the 27th, we unmoored, and at the same time I sent the barge and cutter to fill the few water-casks that were now empty. When they came near the shore they saw, to their great surprise, the whole beach covered with inhabitants, and having some doubt whether it would be prudent to venture themselves among such a multitude, they were about to pull back again for the ship. As soon as this was perceived from the shore, the queen came forward, and beckoned them; at the same time, guessing the reason of what had happened, she made the natives retire to the other side of the river: the boats then proceeded to the shore, and filled the casks; in the mean time, she put some hogs and fruit on board, and when they were putting off, would fain have returned with them to the ship. The officer, however, who had received orders to bring off none of the natives, would not permit her; upon which she presently launched a double canoe, and was rowed off by her own people. Her canoe was immediately followed by fifteen or sixteen more, and all of them came up to the ship. The queen came on board, but not being able to speak, she sat down and gave vent to her passion by weeping. After she had been on board about an hour, a breeze springing up, we weighed anchor and made sail. Finding it now necessary to return into her canoe, she embraced us all in the most affectionate manner, and with many tears; all her attendants also expressed great sorrow at our departure. Soon after it fell calm, and I sent the boats a-head to tow, upon which all the canoes returned to the ship, and that which had the queen on board came up to the gun-room port, where her people made it fast. In a few minutes she came into the bow of her canoe, where she sat weeping with inconsolable sorrow. I gave her many things which I thought would be of great use to her, and some for ornament; she silently accepted of all, but took little

notice of any thing. About ten o'clock we were got without the reef, and a fresh breeze springing up, our Indian friends, and particularly the queen, once more bade us farewell, with such tenderness of affection and grief, as filled both my heart and my eyes.

At noon, the harbour from which we sailed bore S.E. ½ E. distant about twelve miles. It lies in latitude 17° 30′ S. longitude 150° W. and I gave it the name of Port Royal Harbour.

During Captain Wallis's stay at Otaheite, he dispatched Mr. Gore, one of the mates, with a party of seamen and marines, on an expedition to the interior of the country, to examine the soil, &c. and on his return he made the following report:—

"At four o'clock in the morning of Saturday the 25th of June, I landed, with four midshipmen, a serjeant, and twelve marines, and twenty-four seamen, all armed, besides four who carried hatchets and other articles of traffic, and four who were loaded with ammunition and provisions, the rest being left with the boat: every man had his day's allowance of brandy, and the hatchet men two small kegs, to give out when I should think proper.

"As soon as I got on shore, I called upon our old man, and took him with us: we then followed the course of the river in two parties, one marching on each side. For the first two miles it flowed through a valley of considerable width, in which were many habitations, with gardens walled in, and abundance of hogs, poultry, and fruit; the soil here seemed to be a rich fat earth, and was of a blackish colour. After this the valley became very narrow, and the ground rising abruptly on one side of the river, we were all obliged to march on the other. Where the stream was precipitated from the hills, channels had been cut to lead the water into gardens and plantations of fruit trees: in these gardens we found an herb which had never been brought down to the water-side, and which we perceived the inhabitants eat raw; I tasted it, and found it pleasant, its flavour somewhat resembling that of the West Indian spinage, called *calleloor*, though its leaf was very different. The ground was fenced off so as to make a very pretty appearance; the bread-fruit and apple-trees were planted in rows on the declivity of the hills; and the cocoa-nut and plantain, which require more moisture, on the level ground: under the trees, both on the sides and at the foot of the hills, there was very good grass, but no underwood. As we advanced, the windings of the stream became innumerable, the hills on each side swelled into mountains, and vast crags every where projected over our heads. Travelling now became difficult, and when we had proceeded about four miles, the road for the last mile having been very bad, we sat down to rest ourselves, and take the refreshment of our breakfast; we ranged ourselves upon the ground under a large apple-tree, in a very pleasant spot; but just as we were about to begin our repast, we were suddenly alarmed by a confused sound of many voices, and a great shouting, and presently afterwards saw a multitude of

men, women, and children, upon the hill above us; our old man seeing us rise hastily, and look to our arms, beckoned us to sit still, and immediately went up to the people that had surprised us. As soon as he joined them they were silent, and soon after disappeared; in a short time, however, they returned, and brought with them a large hog, ready roasted, with plenty of bread-fruit, yams, and other refreshments, which they gave to the old man, who distributed them among our people. In return for this treat, I gave them some nails, buttons, and other things, with which they were greatly delighted. After this we proceeded up the valley as far as we could, searching all the runs of water, and all the places where water had run, for appearances of metal or ore, but could find none, except what I have brought back with me. I shewed all the people that we met with, the piece of salt-petre which had been picked up in the island, and which I had taken with me for that purpose, but none of them took any notice of it, nor could I learn from them any thing about it. The old man began now to be weary, and there being a mountain before us, he made signs that he would go home: before he left us, however, he made the people who had so liberally supplied us with provisions, take the baggage, with the fruit that had not been eaten, and some cocoa-nut shells full of fresh water, and made signs that they should follow us up the side of the mountain. As soon as he was gone, they gathered green branches from the neighbouring trees, and with many ceremonies, of which we did not know the meaning, laid them down before us: after this, they took some small berries, with which they painted themselves red, and the bark of a tree that contained a yellow juice, with which they stained their garments in different parts. We began to climb the mountain while our old man was still in sight, and he, perceiving that we made our way with difficulty through the weeds and brush-wood, which grew very thick, turned back, and said something to the natives in a firm loud tone: upon which twenty or thirty of the men went before us, and cleared us a very good path; they also refreshed us with water and fruit as we went along, and assisted us to climb the most difficult places, which we should otherwise have found altogether impracticable. We began to ascend this hill at the distance of about six miles from the place where we landed, and I reckoned the top of it to be near a mile above the river that runs through the valley below. When we arrived at the summit, we again sat down to rest and refresh ourselves. While we were climbing, we flattered ourselves that from the top we should command the whole island; but we now saw mountains before us so much higher than our situation, that with respect to them we appeared to be in a valley; towards the ship indeed the view was enchanting: the sides of the hill were beautifully clothed with wood, villages were every where interspersed, and the vallies between them afforded a still richer prospect; the houses stood thicker, and the verdure was more luxuriant. We saw very few habitations above us, but discovered smoke in many places ascending from between the highest hills that were in sight, and therefore I conjecture that the most elevated parts of the country are by no means without inhabitants. As we ascended the moun-

tain, we saw many springs gush from fissures on the side of it, and when we had reached the summit, we found many houses that we did not discover as we passed them. No part of these mountains is naked: the summits of the highest that we could see were crowned with wood, but of what kind I know not: those that were of the same height with that which we had climbed, were woody on the sides, but on the summit were rocky and covered with fern. Upon the flats that appeared below these, there grew a sedgy kind of grass and weeds: in general the soil here, as well as in the valley, seemed to be rich. We saw several bushes of sugar-cane, which was very large and very good, growing wild, without the least culture. I likewise found ginger and turmeric, and have brought samples of both, but could not procure seeds of any tree, most of them being in blossom. After traversing the top of this mountain to a good distance, I found a tree exactly like a fern, except that it was fourteen or fifteen feet high. This tree I cut down, and found the inside of it also like a fern: I would have brought a piece of it with me, but found it too cumbersome, and I knew not what difficulties we might meet with before we got back to the ship, which we judged to be now at a great distance. After having again recruited our strength by refreshment and rest, we began to descend the mountain, being still attended by the people to whose care we had been recommended by our old man. We kept our general direction towards the ship, but sometimes deviated a little to the right and left in the plains and vallies, when we saw any houses that were pleasantly situated, the inhabitants being every where ready to accommodate us with whatever they had. We saw no beast, except a few hogs, nor any birds, except parrots, parroquets, and green doves: by the river, however, there was plenty of ducks, and every place that was planted and cultivated, appeared to flourish with great luxuriance, though in the midst of what had the appearance of barren ground. I planted the stones of peaches, cherries, and plums, with a great variety of garden seeds, where I thought it was most probable that they would thrive; and limes, lemons, and oranges, in situations which resembled those in which they are found in the West Indies. In the afternoon, we arrived at a very pleasant spot, within about three miles of the ship, where we procured two hogs and some fowls, which the natives dressed for us very well, and with great expedition. Here we continued till the cool of the evening, and then made the best of our way for the ship, having liberally rewarded our guides, and the people who had provided us so good a dinner. Our men behaved through the whole day with the greatest decency and order, and we parted with our Indian friends in perfect good humour with each other."

After quitting Otaheite, Captain Wallis directed his course for Tinian, and in his way fell in with several small islands, the principal of which were, Boscawen's island, in latitude 15° 50′ south, longitude 175° west. Keppel's isle, in latitude 15° 55′ south, longitude 175° 3′ west, and Wallis's isle, in latitude

13° 18′ south, longitude 177° west. On examining this last island, anchorage was found in two or three places, in eighteen, fourteen, and twelve fathom, upon sand and coral, without a reef of rocks which surrounds the island. A breach was found in this reef about sixty fathoms broad, where it was thought a ship might anchor in eight fathoms, but not with a greater length than half a cable.

On the 19th of August, Captain Wallis reached Tinian, at which place he remained till the 16th of September, and then proceeded to Batavia, in the road of which place the Dolphin cast anchor on the 30th of November, after having suffered much in a violent tempest on the 27th of October, in which a seaman unfortunately fell overboard, unperceived by his companions, and was lost.

The crew on their arrival at Batavia were in good health, one man only being on the sick list, when the ship entered the port, but by the 8th of December, notwithstanding the utmost exertions of assistance and precaution, many were incapable of duty, and three were dead ; fluxes and fevers of a putrid nature rapidly increased, and in no degree abated till they had quitted this pestilential spot.

On the 10th of January, they passed the twenty-second degree of south latitude, and on the 22d of the same month a second dreadful storm overtook the Dolphin, her sails were split, and her starboard rudder-chain carried away : she, however, on the 4th of February, anchored safely in Table bay, at the Cape of Good Hope. Here Captain Wallis procured refreshments for those of his crew who were still diseased or convalescent; and having purchased such stores and supplies as would suffice for the remainder of the voyage, quitted Table bay on the 3d of March, and having touched at St. Helena, for a supply of fresh water, on the 16th, arrived off Scilly on the 13th May, 1768, and on the 18th of the same month, the Dolphin anchored in the Downs, after an absence of six hundred and thirty-seven days.

Captain Wallis, after having delivered into the hands of the Admiralty, plans of all the islands discovered by him, with their bearings of longitude and latitude accurately laid down, quitted the Dolphin, and did not take upon him any further command till

the year 1771, when the dispute with Spain, concerning the Falkland islands, having become so earnest as to warrant the expectation of a rupture with that power, the equipment of a strong naval force was commenced, and Captain Wallis was appointed to command the Torbay, of 74 guns.

In this ship he continued his services till the following year; when, the differences with Spain having in the mean time been settled by negotiation, he resigned the command of her, and (except for a short time in the year 1780, that of the Dublin) accepted no other, being appointed extra commissioner of the navy, an office created for the expedition of its concerns, and which, on the accession of peace, being considered as unnecessary, Captain Wallis remained wholly unemployed; but in the year 1787, the office being revived as a necessary department of public business, Captain Wallis was, on the 27th of October, in that year, reappointed, and continued to perform its duties until his decease, on the 21st of January, 1795.

Of his private disposition and manners but little is known; indeed, it may be easily inferred from his public character, which seems to have been that of a diligent unostentatious man, duly performing the duties imposed on him, and answering the purposes for which he was employed; his services have been more useful than splendid, more solid than shining; but if merit is to be estimated by the permanency of benefits conferred, the discovery of Otaheite, and the consequent acquisition of its valuable bread-fruit tree, will render the memory of Captain Wallis deservedly respected by his country.

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[It was very much our wish to have given a Portrait of this Gentleman, but we have not been able to obtain the necessary means.—Should any of our friends be in possession of a likeness of Captain Wallis, from which we might be allowed to make an engraving, it shall appear in a subsequent number.]

# NAUTICAL ANECDOTES AND SELECTIONS.

### EXTENSION OF CAPTAIN MANBY'S SYSTEM.

CAPTAIN MANBY has recently been directed by the Secretary of State for the Home Department, to transmit in writing, his plan for carrying into the fullest effect the design of Parliament for establishing his system to save the lives of persons wrecked on a lee shore. This he instantly obeyed, by submitting what appeared the most prompt method for establishing it, not only on every dangerous part of these kingdoms, but for foreign maritime nations to be participators in the happy consequences. In the representation, he most earnestly urged the immediate establishment of the plan, and for apparatus to be sent to those places on the eastern coast already pointed out by him, particularizing Wells, Blakeney, and Mundsley, from their very dangerous situations; observing, that numerous as those accidents have been of late years, they are likely to be much exceeded in the present, from the peace having opened the seas to foreign powers, long excluded by the war; whose subjects will return to navigation under the accumulated disadvantages of want of skill, occasioned by long disuse of maritime affairs, ignorance of the changes of currents, alteration of head-lands, and the increased extent or shift of sands, which it is but too reasonable to fear will betray them into danger, and greatly swell the number of shipwrecks.

### TRANSPLANTATION OF THE MARANHAM COTTON AND TEA PLANTS.

A VALUABLE interchange has been made at the eastern and western extremities of the globe. The Maranham cotton, cultivated so abundantly in the Brazils, has been transplanted into the East Indies, and the experiment has been attended with great success. Under the patronage of the prime minister Araujo, a number of tea-plants, with Chinese gardeners, have been imported into the Brazils, and the plantations formed under their management, afford every prospect of a rich harvest from that important vegetable. The decoction prepared from this exotic is said to be equal to that produced from the commodity on its native soil.

### IMPROVED CONDITION OF OUR SETTLEMENT AT PORT JACKSON.

BY the exertions of Governor-general Macquarrie, at New South Wales, a passage has been effected across the chain of mountains which inclose the settlements contiguous to Port Jackson, and which has been deemed impassable. The accounts of the country in the interior are highly gratifying, and the discovery of extensive and luxuriant pastures, with a river of magnitude, can hardly fail to be most beneficial to the settlement. The great difficulty under which it at present labours is, the establishing of an export, to make returns to the mother country. Enterprising individuals have, for some years, carried on a trade in oil, seal-skins, sandal-wood, and latterly in pearls, and the pearl oyster-shell, which are all found in the neighbouring seas and islands. The leading object, however, is the wool,

which has been found to be equal in quality to the fleeces of Spain and Saxony. With a view to this, the discovery of the immense tracts of pasture land in the interior must be highly advantageous, as it will afford the colonists the means of increasing their flocks to an almost unlimited extent. The number of settlers who arrive from England every year, is stated to be very great. These persons generally receive grants of land, and turn their attention to agricultural pursuits. From October, 1810, to October, 1813, 55 vessels, from 100 to 700 tons, arrived in the port of Sydney alone; and, exclusive of these, there were, in 1813, 35 vessels employed in the colonial trade. The price of beef was 7*d.* per pound.

### LORD HOWE.

Lord Howe, whilst Admiral of the Channel-Fleet, was at one time so unpopular in the navy, from his supposed *shyness*, that the officers of his own ship declined to drink his health at their mess. This was a source of mortification to the Chaplain, a *protegé* of his Lordship's, who took the ingenious mode of doing it in the following way. When called upon for a toast, he said—"If you please, Gentlemen, I'll give you the *two first words of the third Psalm*," which was immediately drank. On referring to the book, it was discovered that the words were, "Lord! How." After the glorious first of June, the above was the favourite toast throughout the navy.

### HUMANE ADVERTISEMENT!

The following notice in the *Barbadoes Mercury*, of the 24th of November, will appear curious to a British reader, however reconcileable it may be to the sentiments of a Barbadian (*Barbarian*) Planter:—"Absconded, a black woman, named Mary, about 25 years of age; *she is supposed to be with her husband*, a Mulatto man, named Sam. Whoever will bring her to Tweed-side, or lodge her in the cage, shall be liberally rewarded."

### EARL ST. VINCENT'S BIRTH-DAY.

Earl St. Vincent attained the 80th year of his age on Friday, the 20th of January, on which occasion his Lordship gave an elegant entertainment at Rochets-hall, in Essex, at which the Noble Admiral presided in perfect health and spirits.

### FIRE AT SEA.

The following accident should excite especial caution in the package and lading of all shipped goods:—

"Gentlemen, "*Cove of Cork, 27th August*, 1814.

"This day at two P.M. I arrived here in the Orbit, of Liverpool, Captain Peers, he having picked me and my ship's company up at sea. It is with heartfelt grief I have to announce the loss of the Mars (by fire), on Thursday night, the 25th inst. Waterford bearing N.N.E. distance about six leagues. The case is as extraordinary as it is true, that while sitting in the cabin with Mr. Kelsey (passenger), the mate came down at nine o'clock, and said there was a strong smell of fire; I instantly went on

deck, and found the watch that was below in the forecastle had come upon deck almost suffocated; and at that time there was no smoke from any other part of the vessel.—We immediately began throwing water down the forecastle, and cutting a hole in the deck, to try if we could find where the fire was, when the smoke issued from the steerage in such volumes, that we were all likely to be suffocated, and could scarcely see one another on deck.—I instantly concluded the fire must be in the main-hold, and immediately ordered the boats to be got out, and to break the main hatches open, to see if we could find the fire there, as it was impossible for any person to go below in the steerage or forecastle; and such was the rapidity of the flames, that, before we could get the long-boat out, they were issuing six feet through the main hatchway, and it was with the greatest difficulty we succeeded in getting the boat out over the side, as the vessel was in a few minutes after in flames from the fore hatchway to the cabin doors. It is impossible for me to describe the horrors of the sight of the vessel, and the frantic state of the female passengers, who got out of bed on the first alarm, and came on deck. There was no time to get either water, provisions, or any thing in the boat; and had it not been that Providence threw a vessel in our way, we must have been turned on the sea without any kind of sustenance, some without covering, in an open boat. The Orbit, Captain Peers, of Liverpool, hove in sight, and seeing our distressed situation, immediately hove-to, and took us on board, it then being about ten o'clock. The attention of Captain Peers and passengers on board the Orbit, to every individual, merit my most sincere thanks. In calling the people over by their names before quitting the vessel, I found there was one missing, and judged he might be down in the forecastle trying to get some of his clothes, and not being able to get up again on account of the smoke; one of the men, at the risk of his own life, went down and found him, made a rope fast round him, and he was hauled up without any sensation, but we succeeded in bringing him to life on board the Orbit.

By what means the vessel took fire, God only knows, as there had been no light whatever either in the forecastle or steerage that night, and there was no fire in either of these places until after it broke through the main hatchway; and for any person to have communication with the hold was impossible, without being known, as the vessel was bulk headed up fore and aft. My opinion is, with that of the passengers and every person on board, that it must have been from aquafortis or other combustible matter that might have been shipped in a clandestine manner under a fictitious name, as from the time the smoke was first perceived until we were on board the Orbit, it was not one hour.* I have saved scarcely any clothing —not a hat to wear. I shall return to Liverpool as soon as possible.

I remain, &c.

"*Messrs. Ellis and M'Neill.*" *Joseph Williamson.*"

* For spontaneous ignition, see Naval Chronicle; xxiii, 448; xxiv, 101; xxviii, 202.

### YANKEE SAGACITY.

*Extract of a Letter from one of the Lieutenants of his Majesty's Ship Leander, dated at Fayal, January* 14.

" In search of the American squadron, we saw a large brig the other day, which the captain ordered us to draw to, but under moderate sail, so as not to shew any particular anxiety, suspecting, from circumstances, she was a British vessel captured, and being desirous, if she should prove so, of getting hold of the American prize-master, and by imposing this ship upon him as an American frigate, obtaining information which otherwise we might not get. Nothing could have happened better. This brig proved to be the John, of Liverpool, lately captured by the Perry privateer; and the American prize-master, a high-blooded Yankee, hoisted out his boat, and without any hesitation came on board the Leander. The moment he got upon deck he congratulated the officers on the squadron being at sea, and in a situation where they would, as he expressed it, do a *tarnation* share of mischief to the damned English *sarpents*, and play the devil's game with their rag of a flag. He then observed, that he knew this ship the moment he saw her, by her black painted masts and sides, and the cut of her sails, to be the President, as he was in New York just before she sailed; after these observations, in which the Yankee professed to be very well informed, he walked up to Sir George Collier, and, to the extreme amusement of all, making his bow, addressed him as the American Commodore Decatur, reminding him at the same time of having once seen him at New York. Sir George agreed to all this; when the Yankee presented the John's papers, to shew what she was, and complained of his crew, which, he said, were such a set of vile mutinous sarpents, that his life was in their hands every night, and requested, therefore, that some of them might be changed for so many of the supposed President's crew, and that one in particular might have a second flogging. All this Sir George promised, with great gravity, should be done, and ordered the first lieutenant to have as many men ready in exchange as those complained of. The captain then asked Jonathan into his cabin, and retiring for a moment for a chart, returned with one in which the Leander's track was marked, over which was written, " President, from New York, on a cruise," and placing his finger upon these words, as if by accident, they immediately caught the eye of the Yankee, who exclaimed, that he knew the President the moment he saw her, and Nick himself could not deceive him. He was then asked by Sir George, pointing to the Acasta, if he knew her; his reply was, that she was the Macedonian; and when asked what the Newcastle was, he said he did not know her; on which Sir George told him she was the Constitution; he replied, he recollected she was, though not painted as she used to be. After he had no more to tell, Sir George recommended his return to the John, and in great form returned him the ship's papers, wishing him a good voyage, and desiring he would not forget to let it be known that he left Commodore Decatur and his squadron well. Jonathan took his leave with great apparent satisfaction, but when about to quit the Leander, our first lieutenant, M'Dougall, stopped him, and apprised him of his real situation. For a long time he considered this a joke, but casting an eye upon the English captain's uniform, in which Sir George Collier then appeared, he became almost frantic with disappointment.

# CORRESPONDENCE.

## Letter III.

### TO THE RIGHT HONOURABLE VISCOUNT MELVILLE.

MY LORD, *Rochester, 1st January*, 1815.

I HAVE given reasons, which I trust will appear to the country well founded, why old commissioned officers in the navy ought to have a provision allowed them, suitable to their rank, after a long period of their lives being devoted to, and awaiting the calls of their country.

Your Lordship, and all his Majesty's ministers, must be well aware, that *five shillings, fifty years ago*, were, *at least*, of as much intrinsic value in domestic concerns, as *twelve* are in the present day; and, that the great influx of wealth must have made a most important alteration in the situation of half-pay officers, by imposing upon the *rank* they hold in society, that respectability of appearance, to the honour of their country, which the pittance allowed them is by no means adequate to maintain. Amongst other revolutions, that of the customs and habits of society, since the middle of the last century, places, even the captains in the navy, who have no other income than their half-pay, in a pecuniary point of view, not only below almost all the mercantile ranks, but even, generally, below tradesmen in every town in the island of Great Britain.

This honourable poverty, however recommended by the theories of philosophic historians, apparently better versed in the flights of imagination than in the springs of the human heart; and however readily adopted by the cold calculations of ministerial arrangements when distributing rewards; yet it must be far from pleasing to the naval defenders of Great Britain, who rode in the gap of nations, and withstood the mighty torrents, the desolating storms, and the destroying thunders of the French Revolution; being the instruments in the hands of Divine Providence, that stayed and set bounds to that fearful scourge of the nations, preventing its ravages from extending over the habitable globe, until the time of retribution arrived.

In erecting the stupendous pyramid of Britain's naval glory, what wonders have been added to it within the last twenty years, and in adding these, what numbers have perished in conflict with her numerous enemies, and amidst the tempests and perils of the deep.

It is not enough that a grateful country should extend her hand, bearing liberal rewards, to the leaders of her victorious fleets; but it ought likewise to be extended to all, filled with rewards proportioned to *rank* and *aged servitude*.

If *twelve shillings* be not *equal* to what *five* were *fifty years* ago, in the purchase of all the *necessaries of life*, and in every thing connected with domestic establishment; and if the former sum be still rendered comparatively less by the property *now* in possession of the middle rank in society;

what must it be after the operation of the property tax, which *grasps fast a tenth part* of the pittance, and in *ten years* leaves only *nine* of half-pay? How must the men in *honourable poverty* have groaned and sighed for the last ten years? Mr. Pitt's income tax had an eye of mercy; but the property tax, double harnassed by talents, and driven on by the relentless whip of assessing rigour, has been regardless of the indigent, and gone in full career over the necks of men in *honourable poverty*.

This consideration ought to have opened the hands of his Majesty's ministers a little wider; as officers on half-pay, whether in the navy or army, have no means of helping themselves. It is the opinion of men possessing no small degree of information, that if all his Majesty's subjects paid to the extent of officers out of their half-pay, the property tax would, most probably, have amounted to a fourth more than it has done. No doubt his Majesty's ministers have known this, and found insurmountable difficulties when endeavouring to pry into the secrets of income, while the full and half-pay of officers have been naked to their eyes; therefore, they ought to have disdained touching this boon of their country.

The paupers in the workhouses of the metropolis, and in those of the adjacent towns, fare better than different ranks of commissioned officers can possibly do, who have wives and families, and no other means of maintenance but their half-pay. And if one of the seven millions* of poor rates, levied in England and Wales, were taken from this abused system of relief, and applied to that of half-pay officers, the country would derive great benefit from the change. It is called an abused system of relief, because many participate who are by no means objects of relief; because the money, raised with a high hand, is in many instances misapplied. I am aware it may be said, that parishes may look more narrowly into their expenditure. This observation may appear plausible, and even reasonable; and in some parishes delinquents have been made to refund; but the general temporising spirit amongst men; the reluctance many feel to implicate their neighbours; the incapacity and fear of others; the duty imposed upon many, who must ruin their families, were they to hunt out all impostors who apply for relief by feigned stories of distress, induces them, for the year of their office, to get on as they can, and to give to applicants, who, they are convinced, are not proper objects; but whose feigned stories they have not full proof of confuting. This way of going on has made many so bold, that they threaten vestries with applications to magistrates, if they do not give what is deemed just by the pauper. Thus the evil has been, and is, growing. In many parishes, where, but thirty years ago, the farmers eat barley bread, the paupers of the parish, that is, those receiving parish relief, but who are not in the workhouse, now go to the mills for flour, and will hardly look on barley. Even in parishes the most remote from the metropolis, two bushels of wheat are now ground for one of barley; where, half a century ago, nine of barley were ground for one of wheat. Nor does this difference arise solely from the different grains

* Ten years ago they amounted to six millions; their great increase cannot be over-rated at one million more.

sown, but chiefly, from more costly habits of living. No wonder then, so much wheat must be imported every year, to supply the consumption of the country.

It may be thought, that these observations are irrelevant to the situation of half-pay officers; but this is by no means the case. For, first, they shew the different habits of society to what they were half a century ago, which must materially affect the half-pay officer in his domestic concerns, whether single or married; secondly, they point out a growing evil, which affects, in no small degree, the interests of society, and the sober and industrious membefs of the community, by imposing burthens upon their shoulders, under the denomination of poor rates; and the increase of these must, more or less, affect the finances of the country; and defalcation in these, is a plea for ministers to send those men to *languish in honourable poverty*, whose toils and blood have upheld the throne and the state, and which have placed their country in the first rank of the nations. But who, when she has no further call for their actual services, cannot associate with any but those in the same state of *honourable poverty* with themselves.

Here then, my Lord, from this point you may clearly view the situation of officers on half-pay, who have no other resource but the pittance granted by the country; and how grievously the property tax must have affected this pittance; against the talons of which it ought to have been screened, or an adequate sum given to defray the same. Here is also brought to view, a source whence relief may be obtained; where, by the adoption of a better system, ample means may be procured, and the burthens of the country at the same time relieved. This is no paradox; nor is it an idle assertion, merely designed to amuse the imagination. I am persuaded, that most of those who are but a little versed in the history of parish expenditures of poor rates, must be of opinion, that a great part of it might be saved, generally speaking, under an improved system of disbursement and relief; where justice and mercy are so mixed together, that vice, profligacy, and misapplication (to give the latter no other name), can find no hiding place. It may not be too much to rate the saving at one quarter; this, out of six millions, is fifteen hundred thousand pounds; one-third of this would do wonders in relieving half-pay officers, while the community, at the same time, would be relieved from the imposition of one million sterling per annum. A sum equal to one third of the revenue in the reign of King William, and no mean saving in these eventful days; as it often requires many vexatious taxes to make up so great a sum.

Now, my Lord, allowing that there are one thousand captains in the navy on half-pay, in time of peace, an advance upon their half-pay (as settled from the first of July, 1814), of *four* shillings per day, this would amount to seventy-three thousand pounds per annum; and an equal sum to be distributed towards the melioration of the situation of half-pay lieutenants; this would make a sum of 146,000*l.* leaving the sum of 104,000*l.* out of two hundred and fifty thousand, for the improvement of the situation of other ranks in the navy, and two hundred and fifty thousand to go to the relief of the army; which would make the third part of

150,000*l.* the sum proposed to be saved by a new, and a just system of parish relief. This system would highly delight all those who are now groaning under the pressure of poor rates, increased to such an alarming height, by needless and wanton profusion, countenanced by those who court popularity at the public expense.

It must be allowed, that it would be grating to the ears of half-pay officers, fallen from the region of heroic fame and glory, where they wielded the thunders of Britain's naval power, into the gloomy abyss of *honourable poverty*, to have parish relief; but better relief from some quarter, than eke out life in despised poverty. Rank without means—scarecrows of rank; emphatically styled by an Exciseman's daughter, *beggarly grandeur*, when talking of the honourable poverty of lieutenants of the navy. However the honourable mind may revolt from the language of sarcasm, and however little it may be regarded by the wealthy, it must be truly mortifying to the men who are the subjects of it; and who surely have strong reasons for justly expecting that a grateful country ought not to place them in a situation so disagreeable to the feelings of human nature.

These observations may be far from pleasing to your Lordship; but that does not affect their truth. The writer is sensibly affected: what he has seen, what he has heard, what is now to be found, were he to give way to the feelings of his heart, would cause him to break out in pathetic exclamations to the inhabitants of Great Britain; to her harbours and shores; to her mountains and plains. While he endeavours to draw the eyes of his mind from the domestic wretchedness of many half-pay officers, over his pen drops the tear of sympathy upon the paper.

Where, my Lord, are the generous feelings of those men, who clamour so loudly about the rights of foreign nations? the dethroning of petty princes lately leagued against the liberties of mankind? and other subjects of a harassing tendency? These subjects, to be sure, give them an opportunity of talking; but where are their pathetic effusions and exclamations, their warm and fiery remonstrances in favour of those men, whose toils and exertions, whose daring, at a time when the military spirit of many nations in Europe appeared bowed down, and even broken, presented the conqueror, with his myriads of destroyers, from invading the British shores? Alas!—in their behalf, the voice of the wren, or grasshopper, exceeds their power of utterance; whilst on subjects, not of half the importance to the country, nor claiming the tenth part of her attention and gratitude, they are loud as the cyclop after the loss of his eye.

But, my Lord, the general feeling of the country is not so indifferent, as to forget, and push those rudely aside, who have strong and just claims on her benevolence and bounty. She has not, indeed, the disposal of her own wealth; and therefore feels shame when she views the situation of many of her unemployed naval defenders. Your Lordship, and all his Majesty's ministers, may have read in romances, or heard it jocosely related at the sumptuous table, how the men in *honourable poverty* attempt to disguise their situation; but you are altogether strangers to their wants and necessities. Wants you may have; but they are not those of nature craving to be satisfied: they are not those of the woman and offspring whom you

regard with the tenderest sympathies of nature, and which you have not the means of supplying in any degree suitable to their situation. Could your hearts be thus wrung by the sympathies of nature, like hungry vultures, you would seize upon and tear in pieces the sinecures of the wealthy, and throw them as lawful prey to those who have served their country; who wish for nothing more, than to be enabled to bring up their families, in *some degree*, proportioned to the *rank* they hold in her service.—Can Britain deny her naval sons this just and moderate request?

Some niggardly calculators, nay even those who may have been Sea Lords at the Admiralty, who, proud and overbearing in their present wealth and rank, who may have now forgotten what they themselves once suffered; their former murmurings at the unfeeling ears and pinching fingers of power, such men may loudly and haughtily demand—What is to be considered a reasonable allowance? And who are to be the judges of its amount? If they can calculate what proportion six shillings bore to all the necessaries of life, and the customs and habits of society, fifty years ago, to what it does in the present day, this calculation, fairly made, will answer the first question; and the second ought surely to be decided by *justice*, according to the answer of the first; not by unfeeling and overbearing opinions. Are not all the necessaries of life, food and raiment, in the general, more than doubled? Are not house rent and lodgings in the same state of advance? Are not taxes, such as those on windows, at least trebled? Are not the *poor rates* ten times as much? And lastly, does not the property tax sweep away the tenth of 150*l.* per annum? What is the amount of the *operation* of all these *items*, *upon income* at the present day? Is it not that *fourteen* shillings can hardly be reckoned equal to six in the middle of the last century.

Is not your Lordship convinced that this is the true state of the case? and, that the captains in the navy would not be better off with an allowance of half-pay in the present day of 18*s.* 6*d.* 16*s.* 6*d.* and 14*s.* 6*d.* old commanders and junior post the latter sum; and junior commanders twelve shillings; than with the half-pay they had fifty years ago? Lieutenants and masters may go into the merchant service, or other employments; surgeons may, and do, practise on shore, whereby they may add a comfortable sum to their half-pay; but captains, for the honour of their country, must keep their hands clear; let the country then treat them honourably, by giving them an honourable allowance; that those who have not been fortunate in making prize-money, may no longer hide their heads in the midst of society.

But if any reasonable objections can be adduced against a farther advance of half-pay, at least in some degree proportionate to what it was fifty years ago, compared with all the exigencies of life interwoven with the more expensive habits of society, for which half-pay officers are in no way amenable, why not adopt lists of seniority of servitude? or of retirement? What objections could be advanced against allowing commissioned half-pay officers who have families, so much for every child under twenty-one years of age, who have not a certain income besides their half-pay? Those who have not above 150*l.* per annum, besides their half-pay, 10*l.* for every

child; those who have not above 100*l.* per annum, 15*l.* for every child; and those who have not above 50*l.* per annum, besides their half-pay, 20*l.* for every child under the age of twenty-one years.

This perhaps would be the least objectionable mode of any; as the fortunate in prize-money; those who may have had lucrative situations from interest; or those who may inherit wealth from their ancestors, could have no just cause of complaint against this discriminating bounty of their country, to their equals in rank, but inferiors in fortune. In adopting such a plan, a case might happen so as to give umbrage. For instance, if a half-pay officer who had only 150*l.* per annum, besides his half-pay, and had six or eight children, were allowed 10*l.* per annum for each, while under the age of twenty-one; this would give him a temporary income of 60 or 80 pounds to bring up his family, making it, with his own, 210, or 230*l.* per annum, besides his half-pay. At this, the officer with only 200*l.* per annum, besides his half-pay, and with a family equally numerous, might murmur. But this cause could be easily obviated, by allowing an officer, with only 200*l.* per annum besides his half-pay, 10*l.* for every child above five; and the whole so modified, as to meet every case between the sums I have mentioned.

Your Lordship, and all his Majesty's ministers, are possessed of too much liberality of sentiment, and have too strong a sense of justice, to think that any captain in the navy, with six or eight children, would have too great an income, if it amounted to 500*l.* per annum; much less, if it amounted to 300*l.* with half the family.

The declaration of private fortune to be upon oath; and upon the discovery of any evasion, the offender to be dismissed H. M. service, and his name gazetted in the face of the country. The same with respect to the number of children. As it would be the sacred bounty of the country to her servants, imposition, if ever found, ought to be treated with severity.

As, in my letter to the Earl of Liverpool, I noticed the danger of consulting narrow and illiberal minds; the obsérvation holds good in every thing respecting the navy; and more especially in every thing respecting the necessities of officers which call upon their country for relief.

It is by no means enough, that a Lord of the Admiralty be a captain or flag-officer in the navy; for this navy undoubtedly believes, that some men of their own profession, who have been at the Admiralty, have been the most inimical to their interests; the foremost to suggest and adopt niggardly and pinching plans. As if the air of Charing Cross had the quality of freezing all the generous feelings of those who had long frequented the sea. I do not mean that all have been equally affected; some have possessed an inherent virtue that resisted the affection; but many have fallen victims; particularly quarter-deck idols; who, in their turn, have bowed obsequiously; or still imagined they trod the sacred planks.

Whilst men belonging to the other military branch of the service of the country, when in power, or possessing influence, have laboured willingly and with liberal sentiments, to obtain beneficial advantages to the army, and even to increase its sinecures, already enormous, when compared with

those of the other branch of public service; but for which no one can justly blame them. How different has been the conduct of many naval men? When high in office, they have made themselves mere political tools, to oppress their own profession; which procedure perhaps agreed with their quarter-deck notions. No wonder, then, the army soars so high in emoluments and indulgencies above the navy: no wonder it has made itself so much more respected in the circle of the Court, where it has carried its head with a dignified and important demeanour, not with a stiff or cringing quarter-deck neck, that would lord it over the profession, or sacrifice its interests to gain the favour of power. The exertions of such men to serve followers and dependents, prove nothing to the contrary.

It is to be hoped that the present Sea Lords are fully aware, how inimical such conduct and demeanour have been to the interests of the navy; to the just claims they had on the gratitude of their country; and that they are determined, as far as lies in their power, even to the resigning of their seats, at least to exculpate themselves from tamely acquiescing in plans degrading to their profession, were such to be proposed; which no one can for a moment suppose would ever proceed from your Lordship.

After a contest so long and extended, can it be unreasonable for the navy to expect, that its situation should be impartially compared with the army? and what it falls short in sinecures; in allowances for loss on service; in diversified emoluments; in progressive assurance of rank; to have all these in some degree counterbalanced by equivalents, at least tangible after *thirty-five* or *forty years* servitude; if the wisdom of government should determine, that approach to the grand climacteric is *time enough* for the enjoyment, that they may be soon again resigned into the hands of the country that gave them.

I have at this time written your Lordship a long letter. First, because the subject is important; secondly, because the navy believes that you are anxiously desirous of fulfilling the intentions of your late father, to treat it with a becoming, and not undeserved spirit of liberality, that shall in some degree relieve it from that state of pecuniary depression, under which it has long laboured; which shall in some measure place it on a level with the numerous privileges enjoyed by the army.

I am,

My Lord,

Your Lordship's humble servant,

*Arion.*

MR. EDITOR, *December 1st, 1814.*

ALTHOUGH your various correspondents have been for some time past ably pleading the causes of most classes of officers in the royal navy, it appears that the situation of the foreign master attendant has escaped their notice. As I am convinced that a more favourable opportunity cannot occur, than the present auspicious crisis, to bring the subject forward, I request you to insert this letter in your valuable work.

The attendant masters in foreign dock-yards are, it is known, generally appointed by the commanders in chief, and are old experienced seamen, who have been employed, during the greater part of their lives, in the service of their King and Country; and, although it must be admitted, that the change of situation which they experience, brings with it additional comforts, and such as are not enjoyed on ship-board; yet there is one circumstance attending it, which indubitably renders their future life less happy than when they were serving in an inferior station. To point out the evil, and to submit a plan for the more effectually rendering justice to the merits of so valuable a class of men, are the motives by which I have been influenced to touch on the subject.

By the present regulation, the master, who is placed in a foreign dock-yard, unless he resigns the situation he there holds, must remain during the future period of his life, at a wide distance from his country, his family, and friends! It is true, as has been remarked before, that the difference of situation between the master-attendant, and the master serving on board a ship of war, in point of comfort, is greatly in favour of the former, which it may be urged ought to make them satisfied; but let me ask, what is situation, or personal gratification, if we sit down daily with the melancholy reflection of being *exiled* from our native place, and from those domestic scenes which alone render life desirable; the reply must be obvious to all who are not devoid of sensibility and truth. Why, then, are these deserving objects doomed to suffer such mental anguish? the relief of which can only be obtained by the relinquishment of that very office which was bestowed as a reward for their loyalty and valuable services!

Many of these devoted officers are married men, with large families, and whose finances (as may be easily supposed) will not admit of their removing them from England. It would be ridiculous to inquire, why masters in the navy accept such situations, particularly married men, under the peculiar disadvantage which I have pointed out: the only thing to be considered now, is the means to be employed in removing such a barrier to the peace and happiness of a class of men, to whom the country stands indebted for long and faithful services.* The naval commissioners are permitted frequently to retire on full salary—but this is not an advantage I ask for the master attendant serving abroad—nor as far as I know do they look for such. I would have something like the following regulation adopted:—that whenever a master-attendant of any dock-yard in England

* To illustrate their value, as connected with the good of the country, we need only cast our eyes towards the scientific Mr. Whidby.

ties, or, indeed, whenever a vacancy occurs, those of the inferior yards should move up according to their seniority; and the vacant situation be given to the senior master-attendant on foreign station, his vacancy abroad filled up by the senior under master-attendant, or superintending master of the home yards: this regular succession would relieve the foreign master-attendant from the painful reflection of being separated for ever from his native home, and the enjoyment of his family and his friends. It must be evident to every serious and feeling person, that the circumstance connected with the situation of a foreign master-attendant, must be peculiarly painful to their minds, and it therefore calls for the attention of those, who have the power of relieving them in their hands. I will for this reason rest with the hope, that their Lordships at the Admiralty, who appear anxious to render every justice to the claims of naval officers, will not, in the plenitude of their liberality, forget the *Foreign Master Attendant*.*

*Atlas.*

MR. EDITOR, *Royal Hospital, Plymouth, 22d October*, 1814.

I DO myself the honour of transmitting to you, an account of the march of my youngest son, Lieutenant Henry Kent, which if you think likely to prove interesting to the readers of the NAVAL CHRONICLE, the insertion of it will oblige, Sir, your humble servant,

*John Kent.*

*Extraordinary March of Lieutenant* HENRY KENT, *from St. John's, New Brunswick, to Kingston, in Upper Canada, being a distance of* 900 *Miles, in the depth of Winter.*

" *Kingston, on Lake Ontario, June 20th*, 1814.

" We left Halifax in the Fantome, on the 22d of January last, and arrived at St. John's (New Brunswick), on the 26th, making a passage of four days, the weather extremely bad: the brig appeared a complete mass of ice, it freezing as fast as the sea broke over us. The inhabitants of St. John's came forward in the most handsome manner in a subscription to forward us in sleighs to Fredericksto, the seat of government, a distance of 80 miles. The seamen were divided into three divisions, each of 70 men, the first under Captain Collier, of the Manly, the second under Lieutenant Russel, and the third under myself. On the 29th of January, the first division proceeded about nine in the morning, and in the afternoon the second followed; the next morning I disembarked, the rigging of all the ships being manned, and the crews cheering us. On landing, we were received by the band of the 8th regiment, and a large concourse of people, who escorted us to the sleighs, when we set off at full speed. In eight

* This request of Atlas appears so perfectly reasonable, that we do not entertain a doubt if it were considered by their Lordships, it would be humanely granted, by an arrangement to that effect.—ED.

hours we went fifty miles, and then halted for the night at a small house on the banks of the river; started again in the morning, and in the afternoon reached Fredericksto, and found both divisions had halted there.—The seamen were lodged in a barrack, which was walled in, but they soon scaled the walls, and were running about the town; you may therefore judge what trouble we had to collect them again. The seamen were now divided into two divisions, the first under Captain Collier's command, the second under mine, as being the senior officer.

" On the 2d of February, Captain Collier proceeded with his division in sleighs, furnished by the inhabitants at their own expense, and the day following I left it with mine: I was obliged to leave one of my best seamen sick at the hospital, frost bitten, and I have since learnt he has lost two of his toes. From Fredericksto we continued on the ice of the river St. John, except in places where, from shoals, the ice is thrown up in heaps. The country, after leaving Fredericksto, is but thinly inhabited; a settlement you may see occasionally, but never more than three houses together. I kept always in the wake of the first division, halting where they had the day before. On the third evening, at the house where I halted, I found the master of the Thistle a corpse, having died with intense cold. Captain Collier having made every arrangement for burying him, I put his body into a sleigh, and sent it to a village a few miles distant. On the 7th reached Presque Isle, where there is a barrack and dépôt for provisions, but no houses near it; this place is 82 miles from Fredericksto. Discharged the sleighs, and began making preparations for our march, each of us being furnished with a pair of snow shoes, two pair of moccasans, a toboggin between every four men, a camp kettle to every twelve, with axes and tinder-box. As you may not know the use of those articles by their Indian names, I will endeavour to describe them:—Snow shoes are of a singular shape, something like a pear, formed by a hoop, and the bottom of them netted across with the hide of some animal; they are fixed on by a strap round the heel, and tied across the instep, as you do a pair of skates; they are about two feet in length, and one in breadth. Moccasans are made of buffalo's hide, sole and tops in one, roughly sewed up with twine, a stripe of hide run through notches, cut round the quarters, to haul it tight on your foot. Toboggins are hand sleighs, about four feet in length, and one in breadth, made of such light wood that they do not weigh above four pounds. On these you lash your provisions and clothes, and with the bight of a rope over your shoulder, drag it with great ease on the snow. I provided myself at Halifax with a jacket, trowsers, and waistcoat, lined with fine flannel, so that with those, three flannel shirts, and a linen one on, three pair of stockings, and a square piece of blanket wrapped on my feet, with moccasans over all, I felt pretty warm.

" At day-break, commenced lashing our provisions on the toboggins, and at eight o'clock commenced our march. The clothes I had with me being four shirts, the same of stockings, a coat and trowsers, with a great coat, and a cap to sleep in. We marched daily from fifteen to twenty-two miles, and though that appears but a little distance, yet, with the snow up to our

knees, was as much as any man could do. The first night we reached two small huts, the next the same accommodation, and the third slept in the woods. On the fourth, reached the Grand Falls,* which are about forty feet in height; none of us saw them, as they were a mile distant, and all of us too fatigued to go that distance: next day reached a small French settlement on Grande Riviere. The march from here to Madawaska (another French settlement), was beyond any thing you can conceive; it blew a gale of wind from the northward, and the drift of snow was so great, it was almost impossible to discern a man a hundred yards distant: before I got half way, the men lay down, saying they could not possibly go further; I endeavoured by every persuasion to cheer them, and succeeded in getting about one half to accompany me. We reached it about nine o'clock at night, almost fainting, a distance of 21 miles. The following morning, having sent all the midshipmen in search of the men, got them all collected, but out of 110, only 10 able to proceed on the march; I was therefore obliged to halt for a day to recruit them. The next morning, being the 15th of February, renewed our march, leaving a midshipman and 12 men behind sick, chiefly frost bitten. The three following nights slept in the woods, after going each day about 15 miles on the river Madawaska where, finding the ice in many places broken through, I made the men take the banks of the river, but continued on the ice all the way myself On the 18th, crossed the Lake Tamasquata: it was here we were apprehensive of being cut off by the enemy, being in the territory of the United States; however, we did not fall in with them. On the 19th, commenced our march across the Grande Portage, or neck of land between the above Lake and the river St. Lawrence; this was dreadfully fatiguing, continually marching up and down hill, and the snow upwards of five feet deep. The other division being ahead, was very serviceable to us by their treading the snow down, which made a small path just sufficient for one man to walk on, but frequently, in slipping our feet off the path, we went up to our shoulders in snow; got half way through this night, and again slept in the woods: the distance through is 38 miles. On the afternoon of the 20th reached the St. Lawrence, and found thirty carioles waiting to convey us to Riviere de Caps, a French village about three miles distant. The next day procured carioles for all the men to Kamaraska, another village 15 miles distant. On the 22d reached Riviere Oneille, a neat little village, distant from Kamaraska about 12 miles. I should mention, that from Kamaraska to Kingston is 478 miles, which we were obliged to march, as on our arrival at Quebec we had not sufficient interest to procure more sleighs than sufficient to carry our provisions, baggage, and sick. On the 24th reached St. Rocques, another village, distant 13 miles; the 25th, La Forte, 15 miles; the 26th, St. Thomas, 18 miles; the 27th, Berthier, 10 miles; and on the 28th, Point Levy, opposite Quebec, a distance of 20 miles. On the following morning launched the canoes through the broken ice, and crossed over to the city. You would have been much diverted to

* Although this place is denominated the Grand Falls, the Cataract is a mile distant.

see the Canadians in the canoes, watching a favourable opportunity to get through the ice, and perhaps each taking a different route; some got entangled, and were not able to extricate themselves for hours; at the same time drifting up and down as the current set them. In attempting to launch one over the ice, I fell through it up to my neck, and was two hours before I could get my clothes shifted. Marched the people on board the Æolus and Indian, lying in Wolf's Cove, and then gave them leave to go on shore. The following morning the first division again proceeded on the march, and the next morning myself, with the second, followed. I forgot mentioning to you an unfortunate accident which happened to me on the second day of our march from Presque Isle: by a severe fall on the ice, I broke the bone of the fore-finger of my right hand, between the knuckle and the wrist, so that for five weeks I had my hand in splints, and suspended in a sling, which I found not a little inconvenience from, and not until my arrival here did the bone unite, and then so awkwardly as to leave a very considerable lump on my hand; I have lost the use of my knuckle, but can use the finger, as you may see by my writing.

"The first day of our march from Quebec, stopped for the night at St. Augustine, 15 miles distant from that city. On the 3d, at Cape Sante, 15 miles. On the 4th, at Grondines, 18 miles. On the 5th, at Baptisca, 16 miles. On the 6th, arrived at Trois Rivieres, 21 miles; this is considered the third river in Canada.—I did not halt here, but marched three miles beyond it, to avoid the trouble of collecting the people, as I knew they were too tired to walk back that distance. On the 7th, stopped at Machiche, 15 miles. On the 8th, at Masquinonge, 16 miles. On the 9th, at Berthier, 17 miles. On the 10th, at La Valtre, 15 miles. On the 11th, at Reperrigue, 15 miles; and the next morning marched through Montreal to La Chiene, 12 miles beyond it. On passing the monument erected to the memory of the immortal Lord Nelson, halted, and gave three cheers, which much pleased the inhabitants.

"From Montreal to this place we were eleven days performing a journey of 190 miles; the places where we stopped I have not noted, as we seldom found a village, but mostly scattered houses, inhabited by all nations; *viz.* English, Scotch, Dutch, American, and a few French. We passed several tremendous Rapids; the Long Son in particular, which was most awfully grand to look at. We likewise passed Chrystian's Farm, where Colonel Morrison defeated General Wilkin's army, with a mere handful of men. On the 22d of March we reached this place: the officers and seamen of the squadron were drawn out to receive us with three cheers; we were lodged in a block-house, and allowed four days to recruit. I was then appointed to the gun-boat service (as was Lieutenant Russel), under Captain Owen. In a few days I joined the Princess Charlotte, of 42 guns, commanded by Captain William Howe Mulcaster, as first lieutenant. The Regent and her were on the stocks, planked up, and their decks laying. The Regent is about eight feet longer than our 38-gun frigates, having fifteen ports on each side of her main-deck, and guns on her gangways, so that she carries twenty-eight long 24-pounders on her main-deck; eight 68-pound carronades, two long 18, and eighteen 32-pound carronades

on her upper deck, with a complement of 550 men. The Princess Charlotte is about the length of a 32-gun frigate, but eighteen inches more beam, pierced for thirteen ports on each side of her main-deck, and carrying twenty-four long 24-pounders on that deck, with two 68-pound carronades, and sixteen 32-pound carronades on her upper deck, and a complement of 330 men. The other ships are the Wolfe (now the Montreal), a ship corvette, of 20 guns, chiefly 32-pound carronades, and 120 men; the Royal George (now the Niagara), of eighteen guns, 32-pound carronades, with a long 24-pounder on a pivot abaft, as in each of these ships; her complement 120 men. Two brigs, the Star and Charwell, the former of 14, the latter of 16 guns; the largest 100, the other 90 men. Two schooners, the Magnet and Netley, of 10 guns each, and 75 men. Ten or twelve gun-boats (none of them covered over), one carrying a long 18-pounder and a 32-pound carronade; the others a 32-pound carronade each. The establishment is for three lieutenants to be on the gun-boat service, each to have a division of four boats, commanded by midshipmen.

"From the time of my joining the Princess Charlotte I never quitted the ship or barracks. The interval between her launching, till we went to sea, was but eleven days, three of which were occupied in heaving down the ship, to get the cleats off her bottom. The result of our attack upon the enemy's Fort Oswego you already know."

MR. EDITOR,

I CANNOT say but I have read with much regret the animadversions in the N. C. on the American war, in which I am very far from agreeing. And although a treaty of peace has been signed at Ghent by the Commissioners, for the honour of Britain I should not be sorry if the American President, or Congress, were to refuse the ratification.

Much as I love peace, and might be benefited by its influence, I do not think the present moment the most favourable for the future interests of Great Britain. The present state of naval combats has assumed such an appearance in the eyes of America, and in those of our long and irreconcileable enemies across the Channel, and in those of all the enemies of our maritime greatness, that if the impression be not done away, by the hostile vessels being more nearly matched than hitherto, before the cessation of hostilities, it may, and most probably will, lay the foundation for a future combination, to wrest from the British Isles the Trident of the Ocean.

Who need wonder at the French shewing rapturous demonstrations of joy, at any disaster that befals our arms in the contest with the United States of America; at the capture of two English sloops of war on Lake Champlain, when attacking an American squadron greatly superior in force, and moored in a formidable position, as if it had been the destruction of our whole naval power on the coast of America, or of the grand fleet in the Atlantic Ocean.

The French feel sensibly, that during a war of twenty years, England

had so crippled her naval power, that they could only venture to sea by stealth. That she had defeated all the combinations of naval powers raised up against her.

The French feel sensibly that Great Britain was her most formidable enemy, when attempting the subjugation of Europe; and was the first that plucked the wreaths from the brows of her victorious legions, in Italy, in Portugal, and in Spain; thus setting an example that roused the nations against their Destroyers. After this, need any one be surprised at the spirit manifested by the French? but their desire of revenge has not manifested any dignity; and it is a timely warning to this country to look to the future.

But what is there in the American contest that this country has so much to dread? Nothing, I believe, but the expenditure of those resources which may, one day, be wanted nearer home.

Except in the rencontres of the Essex and Argus, I believe there is not one, but in which the Americans have had a decided superiority both in men and guns. In that of the Wasp and Avon, the former fired thirty-two pounders to twenty-fours, besides having a greater number of guns, and *three men* to *two*, and these all seamen. Now these most decided advantages in a naval battle may be altogether overlooked by the Americans and French; it would therefore be desirable to this country, that vessels more nearly proportioned in force, with respect to guns and numbers of men, had met before the closing of the contest; that both Great Britain and America might know more correctly how to calculate upon the future; as far as human calculation or prudence may be of any avail.

What has happened, I trust, will be sufficient warning to the government of this country, to have in reserve, ready for the occasion, come when it may, a sufficient naval force, composed of ships and vessels in all respects adequate to cope with those of America; equal in weight of metal, in number of guns, and of men: that the honour of the country may not be compromised in a matter so essential to her prosperity, for the sake of a little paltry saving. Had this been the case in the actions that have taken place on the ocean, and on the Lakes of Canada (but for the unfortunate affair at Platsburgh), it is probable America would have had such a lesson as would have long deterred her from again venturing on wanton aggression. As it is, she is, no doubt, fast approaching to a dissolution of the States. The distress that the war must naturally bring upon them, from their coast being every where open to the invasion of a superior naval power; the annihilation of their trade, the embarrassment of their finances, in a contest in which their government had wantonly engaged on the side of Despotism, without any just cause of national grievance, would, in all probability, in two years more of warfare, have separated the States for ever, as they naturally will, sooner or later, becoming distinct governments, and jealous enemies.

*Arion.*

MR. EDITOR, *15th February*, 1815.

A LETTER to Admiral Lord Exmouth having lately appeared in the papers, from Rear-admiral Sir George Burlton, K.C.B. presenting his Lordship, in the name of the captains who served in the Mediterranean fleet, with a piece of plate, expressive of their respect and esteem for his Lordship's character; which, with his Lordship's answer, will probably appear in your work, it may be satisfactory to his Lordship, and those respectable officers, that the enclosed list, which contains the names of the Subscribers, should be also published in your next monthly CHRONICLE. The piece of plate, which is a handsome table ornament, of the value of 500 guineas, bears the following inscription :—

" Presented to Admiral the Right Honourable Lord Exmouth, as a token of respect and regard, from the officers who served under his Lordship's command in the Mediterranean."

Your insertion of this in your next will oblige, your constant reader,

*Philo-Nauticus.*

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*A List of Officers who requested the Right Honourable Lord Exmouth's acceptance of a Piece of Plate.*

Vice-admiral Sir Richard Keats, G.C.B.; Rear-admiral Sir Thomas Fremantle, K.C.B.; Rear-admiral Sir John Gore, K.C.B.; Rear-admiral Sir George Burlton, K.C B.; Rear-admiral Sir Josias Rowley, K.C.B.; Rear-admiral Edward Leveson Gower; Rear admiral John Erskine Douglas; Rear-admiral Sir Charles Rowley, K.C.B.

*Captains.*—Robert Lambert; Sir John Talbot, K.C B.; John West; Sir Edward Berry, K.C.B.; Richard H. Monbray; Hon. William Hall Gage; John Maitland; William Cuming; Joshua Rowley Watson; Graham Eden Hamond; Charles Adam; John Chambers White; Patrick Campbell; Charles Grant; James Brisbane; Hon. G. H. L. Dundas; Edward Lloyd Graham; Richard Thomas; Hon Henry Duncan; John Hancock; Sir John Louis, Bart; Edwin H. Chamberlayne; Samuel Hood Inglefield; Thomas Garth; Henry Hope; Thomas Usher; Fleetwood B. R. Pellew; Joseph Spear; Richard Harward; Joseph Coghlan; Robert Clephane; Richard Buck; John Duff Markland; Henry Hart; Charles Thurlow Smith; John L. Manly; Westby Perceval; Edward R. Sibley; Arthur Stow; Edward Flynn; James Wemyss; John J. Nicholas; John Stoddart; Charles Hole; Right Hon. Lord A. Percy; David Mapleton; John Cornish; A. C. Stanton; Alexander Mircadell.

MR. EDITOR, *Bristol, 19th December*, 1814.

IT is with deep regret that I beg to draw your attention to the late naval engagement on Lake Champlain. Agreeably to Captain Pring's statement, as set forth in the Gazette, he attributes the defeat we have sustained—firstly, to the unorganised state of the crew of the Confiance, which was composed of several drafts of men, who had recently arrived from different ships at Quebec, and were totally unknown, either to their

officers, or to each other.—Secondly, to the want of gun-locks, as well as other necessary appointments, not attainable in that part of the country; and finally trusts that Sir James Yeo will feel satisfied of the decided advantage the enemy possessed; exclusive of their great superiority in point of force. To investigate and point out a remedy for some of these defects, is the object of this letter.

It is to be lamented, that the crew of the Confiance were found to be in that unorganised state as they are reported to have been. This, as well as the unfortunate circumstance of Captain Downie falling so early in the action, must be admitted to have been very disadvantageous; but even under these unfavourable circumstances, the determined and spirited resistance of the crew for two hours and a half, under a constant and severe heavy fire, redounds to their honour and credit. This unorganised state of a crew, might in future be easily obviated, by paying off in England the crews of ships of equal force to those building in Canada, and transmitting thither *both officers and men*; so as to arrive there by the time the vessels are launched they are intended to man: by this simple method the crews would be known to their officers, and they to each other; and would prevent the pretext of their inefficaciousness from ever being again adduced as a cause of defeat.

With respect to the want of gun-locks, as well as other necessary appointments, not procurable in that country, which is asserted as being another cause that led to defeat—it is very hard that such an important expedition should fail, and totally miscarry, through the neglect of those to whom the charge of forwarding them were entrusted. It is to be hoped, that not only a strict inquiry be had, but that a severe example should be made for their delinquency, be their station ever so exalted. This circumstance does of itself speak volumes in support of a measure I suggested the adoption of some time ago, of having committees of naval officers at every dépôt, to survey, inspect, and report on all manner of naval stores previous to their being received into, and issued from every dépôt. If the stores that were intended for the Confiance, had been surveyed at Quebec previous to their being sent, the want of gun-locks, &c. would have been immediately discovered, and measures might have been adopted to meet this exigency, by being supplied from any of his Majesty's ships at Quebec, or otherwise.

As to the decided advantage the enemy possessed, exclusive of their great superiority in point of force, Captain P. not having particularised those advantages, nothing can be said on this head; nor from what has been officially published can any judgment be formed of the enemy's great superiority, although a comparative statement is said to be annexed. The American force only is published, whether the omission of the British force proceeded from inadvertence or not, is immaterial; as the Americans have published a statement of the force on both sides, and as the statement of their force nearly corresponds with the statement published in the Gazette, it may be presumed that their account of the English force is also nearly correct. The following statement is extracted from an evening paper, which I have arranged so as to have the number and caliber of the guns on both sides at one view, as well as their weight of shot.

AMERICAN FORCE.

| | Long guns. | | | | | Carronades. | | | Columbiad. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 24-pounders. | 18-pounders. | 12-pounders. | 9-pounders. | 6-pounders. | 42-pounders. | 32-pounders. | 18-pounders. | 18-pounder | Total. |
| Saratoga | 8 | | | | | 6 | 12 | | | 26 |
| Eagle | | 8 | | | | | 12 | | | 20 |
| Ticonderago | | 4 | 8 | | | | 5 | | | 17 |
| Preeble | | | | 7 | | | | | | 7 |
| 6 galleys | 6 | | | | | | | | 6 | 12 |
| 4 ditto | | | 4 | | | | | | | 4 |
| Total | 14 | 12 | 12 | 7 | | 6 | 29 | | 6 | 86 |

Weight of Shot.

| | | |
|---|---|---|
| 14 24 pounders. | Long guns. | 759 |
| 12 18-pounders. | | |
| 12 12-pounders. | | |
| 7 9-pounders. | | |
| 6 42-pounders. | Carronades. | 1180 |
| 29 32-pounders. | | |
| 6 18-pounders. | Columbiads | 108 |
| Total Weight of American Shot lbs. | | 2017 |

BRITISH FORCE.

| | Long guns. | | | | | Carronades. | | | Columbiad. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 24-pounders. | 18-pounders. | 12-pounders. | 9-pounders. | 6-pounders. | 42-pounders. | 32-pounders. | 18 pounders. | 18 pounder | Total. |
| Confiance | 27 | 2 | | | | | 4 | | | 33 |
| Linnet | | | 16 | | | | | | | 16 |
| Chub | | | | 1 | | | | 10 | | 11 |
| Finch | | | | 4 | | | | 6 | 1 | 11 |
| 3 galleys | 3 | | | | | | 3 | | | 6 |
| 1 ditto | | 1 | | | | | 1 | | | 2 |
| 1 ditto | | 1 | | | | | | 1 | | 2 |
| 3 ditto | | 3 | | | | | | | | 3 |
| 5 ditto | | | | | | | 5 | | | 5 |
| Total | 30 | 7 | 16 | 5 | | 19 | 17 | 1 | 89 | |

Weight of Shot.

| | | |
|---|---|---|
| 30 24-pounders. | Long guns. | 1068 |
| 7 18-pounders. | | |
| 16 12-pounders. | | |
| 5 6-pounders. | | |
| 18 32-pounders. | Carronades. | 824 |
| 17 18-pounders. | | |
| 1 18 pounder. | Columbiads. | 18 |
| Total Weight of British Shot. lbs. | | 1910 |
| Difference . . . . | | 137 |
| | | 2047 |

Admitting that the above is nearly correct, it shews the number of vessels are equal; the Americans have three galleys less in number than the English, also in the aggregate three guns less than what the English had; but they have a superiority of 137 lbs. in the weight of shot. If the superior force of the Americans should be ascribed to this trifling difference in the weight of their shot, I trust there are but few other British commanders who would deem it of sufficient importance, even to mention it; much less to state it as one of the causes that led to defeat.

From the gallant manner in which Captain Downie led his ship into action, and closing with his opponent at the short distance of only 300 yards, agreeably to the American account, but, as we are officially informed, (it was his intention to lay his ship athwart hawse of the enemy's, which it seems light baffling winds prevented), came to an anchor within two cables' length (nearly 480 yards) little doubt need be entertained, that in adopting this measure, he was confident of success (admitting that his crew was not in the best possible state, and that there was a deficiency of gun-locks)*. The equipment of the Confiance and Linnet, agreeable to the

* Without this article, many a successful action has been fought; nor does it appear that the enemy used them. It is doubtful whether they would have contributed to make the fire of the Confiance more destructive than it actually was,

above statement, undoubtedly bred this confidence, by their having ordnance of a larger calibre, consequently of superior force than were ever before carried by British vessels of these classes; and considering the comparatively small squadron of the enemy, where is the British commander that would not have been animated with the same motives, and that would have hesitated in attacking the Americans.

Unfortunately Captain D. did not duly appreciate the weapons he was provided with: if, instead of closing with the enemy, he had brought up at the distance of 10 or 1100 yards, he would have had a decided superiority, from having the greatest number of long guns (and the calm state of the elements at the time), with which he could have annoyed the enemy with equal, if not with better, effect, than at the distance he actually engaged at; but he great point he would have gained, would have been the little service the enemy could have derived from the great superiority they possessed in the number of carronades; for the elevation necessary to be given to a carronade to carry this distance, would have been so great, that none but chance shot would have taken effect; whereby, in closing, he gave up this advantage, and the enemy's 42 and 32-pounder carronades told, not only from greater weight of shot, but from their being quicker loaded; and the facility of running them up, produced every effect over the long guns the enemy could have wished for.

The inducement he had for closing, must have proceeded, not only from the confidence he had in being successful, but to terminate the action speedily; to have accomplished this desirable purpose, he should have directed his guns to have been loaded with two shot each round, which, at the distance he engaged at, would have ranged with effect together; but as there is no account of his having adopted this mode of firing, it may be presumed it was not acted on. I have said thus much, without having the least intention of detracting from his professional ability or judgment as a naval officer, but from the probability of his not being aware of the advantage it was in his power to have possessed. This shews how indispensably necessary it is for a naval officer to acquire a perfect knowledge in the practice of artillery. It has now become equally as imperative on him, to perfect himself on this subject, as any other part of his professional duties. It will almost be impossible for him to attain this desirable object, if government does not afford the means; and this can only be done by having a small establishment, for carrying on a series of artillery experimental practice *afloat*, at one or more of our naval stations, where there is a sufficiency of room in its vicinity for such purposes, such as Portsmouth, Plymouth, or Milford; the adopting of which would be the means of disseminating a practical knowledge, from which the service would derive an inestimable benefit. I am, Sir, your obedient servant,

*Iron Gun.*

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and which is attributed to the light airs and smoothness of the water. The utility of a gun-lock is not so manifest in such a state of the elements, as when the winds and water happen to be the reverse of this.

MR. EDITOR, *Sutton, January 5th*, 1815.

AMONG the various causes for dissatisfaction that has been remarked by your numerous correspondents to exist in the royal navy, it has struck me most forcibly, that one of those causes, and which appears to me a very material one on the part of the officers, though not on the seamen, is that of having a large deduction made from their pay, in getting their quarterly bills discounted abroad, and which, in most instances, does not fall below ten per cent. more frequently from fifteen to twenty; and sometimes the exchange has been so much against them, that they have been obliged to part with their bills at the enormous discount of forty-five per cent.; this latter case has perhaps but very rarely occurred, but that it did once take place, there are many officers now living, who served in the expedition to Egypt, who can testify; numbers of them being obliged to allow their quarterly bills to go at the rate of six-and-eightpence the dollar, their intrinsic value being about four and twopence halfpenny; at which calculation, every article of the first necessity brought down for sale to the fleet lying in Aboukir Bay, was made; so that, in fact, though the discount appeared to be, according to the common computation of the dollar (reckoning it as it was paid to the army, at 4*s*. 6*d*.) only forty-eight and a half per cent. yet, according to the article that it was necessary to purchase, the discount was near fifty-four per cent.: but though the army receive their pay at 4*s*. 6*d*. the dollar, still, that being held to be above par, the deficiency was made up to them, by an order in council, or an act of parliament, on their return home; and many of those same dollars, which had been received at 4*s*. 6*d*. from the paymasters in the army, were said to discount bills as a favour to the navy, at 5*s*. and 5*s*. 6*d*.; thus the army, or those who discounted bills, really benefited by them in the first instance, and a remuneration was given by government in the last, which made their profit upon their pay (or such part of it as discounted navy bills) from twenty and a half to upwards of thirty-five per cent.: perhaps it might only be in this instance in which the exchange was so enormously against them; but in no one instance have they ever got their bills exchanged, without great and heavy losses: why, then, are they not to be remunerated in the same manner that the army is? Surely the country would not object, especially as our seamen can have no claim upon them; for let their servitude on a foreign station be of what duration it may, they receive no pay whatever: thus, then, if the country were called upon to remunerate the officers of the navy for their losses in the discounting bills, the whole amount would not exceed 60,000*l*. per annum, even when the exchange bears very hard against them, and most probably not more on an average than 40,000; a small sum to the country, but an excessively heavy loss to the individual, as it deprives him of from ten to fifteen per cent. of that pay, which, from the liberality of sentiment with which he is so eminently endowed, Lord Spencer procured for them from the country, by allowing the officers to draw quarterly bills, as their pay became due; whereas, previous to this, they were only paid in England; so that an officer might be out of the country for any indefinite time, and could not receive one atom of his pay, but was obliged to draw on his agent at a credit, paying him five per cent. for his advances; this, as has been remarked, the liberality of Lord S. when at the head of the Admiralty Board, entirely did away; but could any subject be conceived more distressing, than that of not paying an officer of the navy that which was due to him, in the same manner as an officer of the army; and what objection is there at present to paying both officers and seamen monthly or quarterly, on board the ship, as in the army? Why are the former to be subjected to inconvenience and loss more than the latter; and what impediment is there to a captain in the navy, or a purser, drawing on government for money to answer their purpose, more than a commissary in

the navy, or a paymaster of a regiment; and let the government pay an agent for the different ships, as well as an agent for the different regiments: colonels of the regiments receive their pay without any deductions for agency, or charges for passing accounts: why should the captains of the navy be saddled with those expenses? Is it not sufficient that they are obliged to be answerable for any loss or deficiency of stores; or rather, for their improper expenditure. Is any officer of the army so saddled? has any one of them any stores to account for, except the captains, for the stores of their different companies, and for which they have an allowance made them. Then why not give commissaries to the navy? let the purser have charge of all stores, and let him be paid for that trouble; not in the manner he is at present, by an allowance upon the expenditure of the victualling stores, called his eighths, that is, one pound in eight; and one gallon in eight upon particular stores, for what is called wasteage, thus almost conniving at fraud, by inducing an officer to deprive the seamen of a part of that allowance of provisions, given them by their country. This is not the manner in which good servants to the public are to be treated: pay them liberally, beginning with a sloop of war, at one hundred pounds per annum; pay a steward and a clerk, and let them rise by rotation: the purser will then be a respectable man; and when his ship is not in commission, let him have a half-pay in proportion. But to return to my subject, that of the inconveniency of officers suffering in course of exchange; let there be a custom established, of allowing the captain of every man of war to draw every three months for as much money as is necessary for the payment of his officers and ship's company, leaving out the proper deductions of chest, hospital, and slops, such bills to stand as a voucher of having drawn the money, and the return of the pay-books to be his voucher of having paid so much of what he had drawn; the balance (if any) that remains, to be accounted for in the next three months' pay-books: for this he should be allowed five per cent. and this is all the remuneration he should be allowed, except his regular pay, and a certain sum for table money: the officers and seamen would then be much more satisfied than they are at present; and with an addition of fifteen shillings a month to able seamen, twelve shillings to ordinary, and ten to landsmen, there would not be the least necessity for the impress; and the additional expense to the pay would not exceed that for the maintenance of press gangs, as well as do away the seamen's unpleasant feeling, at that mode of levying them for the sea service. At present our seamen may be three, four, or five years, from home; during the whole of which time they receive no pay, except they have made an allotment of half of it, for the maintenance of their wives and families; thus they are kept destitute of many comforts, and the country is not benefited by it; as the pay for the whole service is issued upon the yearly vote; but this is a subject for abler pens, mine must be employed only in detailing what I know to be facts: the sailor, then, unless he has the good fortune to make prize-money, is kept in complete poverty the whole time he may be absent from England; and cannot receive one comfort beyond those allowed him by his country; he is thus driven to the necessity of taking up slops from the purser, which he does not want; and at the risk of being punished, selling them to the receiver, of which there is no want, either at home or abroad, for perhaps less than half of what he is charged upon the ship's books for them; thus, though he has no quarterly bill, on which to lose a discount, the "selling of a shirt to buy a shilling," answers that purpose to the sailor; that is, deprives him of a large part of his earnings, and, strange to say, it has been known in the service, that a captain has had slops served to the ship's crew for the express purpose of allowing them to be sold, that they might be enabled to procure what little refreshments they stood in need of; though con-

trary to his instructions, yet common humanity has induced him to do this act of disobedience, when there has not been any prize-money, which must be the case always in the time of peace. Is there, Mr. Editor, any set of men, in this or any other country, that suffer such deprivations of pay; would it be suffered by the labourer, even were victuals, drink, and lodging furnished him; would it be suffered in any of the government offices; or, lastly, would the army suffer it for any length of time; have they not been known to remonstrate, when they have been only six months in arrears? but we will defy the world to bring forward a single instance, in which there has been a murmur heard from sailors; even at a six years arrears of pay: nor even when, serving on shore with the army, they have seen the soldier receive his pay, while for them there was no hope, have they ever, under those circumstances, performed their duty with less alacrity and courage? Have they ever thrown any loss or impediment in the way of the service which they were to perform? never; though they have keenly felt the injustice, complaint never escaped their lips. Being thus deprived of money for a length of time, the sailor, when he gets his four years' pay, knows not what to do with it; he squanders it in the pursuit of every vice, and most probably, in less than as many days, he dissipates the hard-earned wages of so many years; and then, if his ship has been paid off, he may find his way in what manner he can to his place of residence. No liberal hand is held out by his country to him, filled with four or six months' full pay, to enable *him* to reach his native place: but he becomes a vagabond and an outcast: necessity drives him to robbery, and that brings him to punishment by the laws of his country. No person who has ever frequented seaport towns, but must have remarked the difference between those seamen who have been upon the home service, receiving their pay regularly every six months, and such as have returned from a long station. The former uses his money rationally; the latter throws it away: how does this difference arise in men of the same habits, and whose situation being reversed, would act precisely in that reversion? It can only be by supposing that the home man, from his more frequently receiving money, feels and knows the use of it better than the foreign man; but I am not to account for the manner in which sailors get quit of their earnings, it is theirs, and they are to do with it as they please; all I contend for is, that they can be paid in an equally fair manner as the army: and there can be no more objection to a sailor being paid monthly than a soldier, if it was necessary; but why not pay them every quarter, which is absolutely necessary to their comfort, and allow the officer to have the benefit of the exchange, as in the army. Can any good reason be given why this should not be done; for the past they look not to it, but they earnestly request that some disinterested friend to the navy, having the power to do so, would undertake it; the gratitude of all classes of officers and men would be expressed towards him; and the sailor, when receiving his quarter's pittance in a foreign clime, would bless the man that had given them the power of being comfortable, and had relieved their little necessities by an act of justice: seamen do not want gratitude, they are eminently gifted with it; the reason why it is so little shewn is, that they have so few occasions to do it; but when such have occurred, they have not been wanting: thousands of grateful thanks have been breathed towards Lord Spencer, by the officers of the navy, for enabling them to draw their quarterly pay, even under all their present disadvantages, disadvantages, that he could not possibly foresee; and ten thousand thanks by the seamen, to their late regretted Lord Melville, for enabling them to allot a portion of their pay to their wives and helpless orphans. This description, drawn by the hand of one of the sufferers, is not overcharged; the truth of the colouring may be ascertained by any person willing to undertake the task; and I would ask, is there any of my readers that will not feel a sympathy

for this class of our fellow subjects, even had they no other merit than that of being so; but if a competent hand will undertake to probe the wound to the quick, he will find that the most rancorous part of it is still to be laid open; that there are such abuses to be remedied, that will appal a common undertaker: in fact, the more we open the wound, the worse is its appearance; and it is not lenient palliatives that will now answer the purpose; caustics must be applied, until the excrescencies are removed, and the whole assume a more healthy appearance. This is the time for inquiring into, and remedying such abuses as have crept into the naval service during a long and almost unprecedented warfare: let us now set determinedly to the work, there is nothing now to call off our attention to this necessary business. Let every consistent indulgence be given to the navy; let a code of laws be made for the guidance of officers and men; and among the rest, let every thing relating to the prize code be given to their knowledge. Such regulations as relate to duties and punishments are already issued to the army. If, then, a general code of duty can be adapted to the different regiments, why not to the different ships; there can be no material difference, as to the duty to be performed on board; one vessel's motion must be impeded or impelled exactly in the same manner, and by the same process as another; what can there be difficult in enacting a set of rules that will answer for the whole service; that when a man is turned over from one ship to the other, he may have at least some knowledge of what is necessary to be done, and how the duty is to be carried on; at all events, regulate the manner, quantity, and mode of punishment; and do not allow this unfortunately necessary part of the officer's duty to be left to the caprice of any individual, but let the punishment to be inflicted bear some proportion to the crime committed; and let the sailor know what he has to expect, if he deviates from the general rule laid down by his country. The time has at length arrived, when no possible danger can arise from adverting to the hardships under which seamen labour: in time of war, we would not write so freely, fearful of giving seamen a distaste to that service, without the aid of which this nation could not exist; but the glorious cry of general peace leaves us at liberty to pursue this subject with all the energy in our power, and it will now be a crime in any man, to conceal abuses known to exist in the naval service, as much as to conceal treasonable or traitorous designs against his King or Country. Under these feelings, Mr. Editor, we hope to be permitted to contribute to your monthly pages, and that the perusal of our feeble efforts will rouse more competent persons to descant upon the dangers we have passed by the utter neglect of every conciliating measure towards our seamen, and press strongly the necessity of a revision of our naval customs and laws, not founded on the old basis, as the late*
of 1807 was; but upon such data as may be elicited from the more intelligent and the best officers in his Majesty's navy, those who, without any interest but their own merits, have the honour, the welfare, and the safety of the naval service next their hearts; and may their endeavours be crowned with the success they merit: the consequence of undefined punishment for crimes is, that passion usurps the seat of judgment, and human nature, prone to error, is led beyond the measure of the crime; whereas, had it been restrained by salutary laws, and a defined punishment for defined crimes, many officers would not suffer the self upbraidings they do in many instances, when reason resumes her place, and passion is dissipated.

I am,

Your obedient humble servant,

*Philo-Nauticus.*

* Copy illegible.

# HYDROGRAPHY, PILOTAGE, &c.

## EUROPE.

### BRITAIN.

*An entire New and Correct Chart of the Banks, Channels, Soundings, and Anchorages, at Low Water Spring Tides, drawn up from the Angles taken and correctly projected on a Trigonometrical Plane, extending from the Point of Ayr to Formby Point, and comprehends the Harbour of Liverpool, from an Actual and Faithful Survey, completed in* 1813, *and followed up to the present Date; with Sailing and Turning Directions for both Channels, accompanied with a General Information of the Coast, and also for leading into the Anchorages in the Night.* By Thomas Evans, Lieutenant R.N.

[Continued from page 56.]

WITH the wind northerly, and a 17 feet tide, a vessel turning out from Liverpool, through the Rock channel, and weighing at high water, by the time it shall have turned down the length of the Rock Perch, it will be the first quarter ebb, and for want of foot marks on the Perch, neither the depth of water then in the channel, nor on the Brazil and middle banks, can be exactly known; and being desirous to push through the narrows, though the wind may be scant at that time of the tide. I have scarcely found water left for H. M. schooner Mullet, drawing 10½ feet, crossing the Brazil bank a ¼ cable's length north of the Cut buoy, where the ebb tide sets strong to the northward and westward.

The buoys in the Rock and Horse channels in coming in, are red on the starboard hand, and black on the larboard. The barrel buoy answers better than the can buoy; the former swims lighter and rides easier than the latter, which in a strong tide, for want of bearings, is nearly run down. The buoys are drawn on the chart to shew the setting of the ebb tide.

*Information of the Formby Sea-Coast, together with the Banks, Channels, Anchorages, and setting of the Tide.*

Formby marks, as they stand near high-water mark, at the distance of two leagues off the shore, even in tolerable clear weather, make but a faint appearance. The land about that part of the coast is low, and the sand-hills extend as far southward as Crosby. With the wind the least to the southward of west, the weather becomes gloomy on that part of the coast, so that objects on the land, any distance from the sea, are obscured: added to this, the present formation of the Formby channel is so close to the land, especially coming in off the N.W. mark, that all objects aback of the sand-hills are not seen off the deck.

The S.E. mark, which is 120 feet high, is mostly seen first from the

seaward. It is a tall round building, and near the top coloured with a stroke of red and white; yet at some distance off (notwithstanding its height) it appears of a dusky grey, the colour of the sand-hills.

The N.W. mark, a beacon 70 feet high, built of wood, coloured black and white, is broad at the bottom, and tapers upwards to near a point at the top. This land-mark, as it now stands, for want of substance from its middle upwards, appears but faintly at some distance off the shore.

Therefore, to render those marks more conspicuous along the sea-coast, I think it would be better to colour them all black, by which the contrast would be greater, and the marks consequently more distinguishable in hazy weather. The N.W. mark should be made more bulky near the top, and higher, in the form of a cupola; and being of wood, it is at any time easy to be removed, should the present formation of the channels alter.

The turning mark which answers to clear the north side of Jordan's bank, is the S.E. mark in the southernmost gap on the sand-hills: it will also be found, that the line of the two sea-marks pass to the northward of the N.W. and Fairway buoys. By refering to the chart, it will appear by the situation of the present N.W. buoy, that if a vessel steers up for it, and there waits for water to carry her through the narrows, she is then within the west end of Jordan's bank and Formby Point flats.

In such a situation the pilot would find himself cramped for room, especially on a flood tide, with a sea on at the time; whereas, by placing another buoy two miles further out, in the same direction, he would clear in bad weather all the hazard, which he is at present liable to from the former situation. A southerly wind is in general productive of thick hazy weather along this coast: and to the westward also of the N.W. buoy of Formby channel, I found the weather so hazy with the wind at S.W. that I could not make out either of the Formby marks, nor scarcely see the Fairway buoy from thence; but the present red buoy, situated on the N.E. end of Jordan's bank, agreeable to my suggestions, as well as the first red buoy to be met with on your starboard hand coming into the Formby channel, show for a certainty the entrance of the narrows, when steering according to the sailing directions, to which refer.

I have been particular in my survey of these parts, and also employed many weeks in measuring and adjusting the formation of these banks and channels, especially when tides were high and the ebbs low, through the months of August and September 1812 and 1813. For the marks of the north end extremity of Jordan's bank, see the chart, where it will be found that when the Lezza light-house is on with the east end of Irby wood, at the same time, the south-east land mark will appear on the southernmost gap in the sand-hills; making an angle of 74° 30′ between the Lezza light and the south-east mark. The depth of water in the narrows between the first red and the N.E. buoy of Formby channel, is 3 fathoms at low water spring tides: you also carry that depth in the channels to the southward of the second red buoy, when you enter on the flats of 6 feet at low-water spring tides, and near two fathoms low water neap tides, which extends across the channel from the middle patch to Jordan's bank; where another

red buoy is much wanted on the S. W. end of the latter in Formby channel.

The Grange swash-way is formed to the southward of Jordan's bank, and to the northward of the Burbo bank, at the S.E. entrance; and through this swashway there is 5½, 4, and 3 fathoms; but near the western extremity there is a bar which shifts, and is in a great measure governed and influenced by the wind, especially southerly; for where the bar is now marked on the chart, I had for two months before, and up to the 21st of September, 1812, gone out and in over the same ground in 2 fathoms low water spring tides, but on the morning of the 24th following, the wind was at south, and it had blown strong from that quarter during the night, I left the vessel with two boats, and anchored at seven A.M. on the spot, where, contrary to my expectations, I found an alteration had taken place; since my visit of the 21st a bar had arisen, and formed across the entrance, from the north end of the Burbo flats to Jordan's bank: at the same time, I observed the sands stirred up and thickly mixed with the water, where I sounded 6, 7, and 8 feet at low water. Here also the flood tide, as soon as the banks are covered, sets strong in a S.S.E. direction; and at the S.E. entrance of this swash-way, the ebb tide runs rapid, over Jordan's bank in a N.W. by N. direction.

The New Deep is formed by the Burbo bank to the northward, and the Brazil bank to the southward. In this passage, the formation of which is narrow and crooked, there is but little water at both its entrances; at the N.W. extremity there is a hole 17 feet deep. The marks for its eastern entrance are the Rock Perch on with St. Paul's, and the Warren House at Litherland on with Crosby Chapel. The deepest water at the S.W. entrance is along the Burbo bank, where the stream of the first quarter ebb sets in a N.W. direction. Burbo sand-bank, which dries about half-ebb, and will be found to extend from the Rock Perch near to Formby Point, consists of lesser banks, or patches of a spungy sand, with several inlets of various sizes: some of the lesser banks are dry at low water, when the tide rises 15 feet at Liverpool, or about the 13th day of the moon's age. The Burbo flats extend along the west side of Burbo bank 3½ miles, on which there are from 9 to 2 feet and a half of water.

Formby Point flat, refer to the leading mark on the chart for crossing that flat, in 2 fathoms low water neap tides, and 5 feet water spring tides. This flat, by some, is called Madwarf. It lies rather more than 3 miles N.W. from Formby N.W. land-mark, and extends two cables' length outside of the present N.W. buoy, placed in 2½ fathoms water off the western extremity of that shoal. Formby Point sand, at low water spring tides, will be found dry some distance outside of Formby Point buoy, placed in the channel 5 fathoms low water spring tides. About four miles N.E. of Formby N.W. land mark, is the entrance into Ribble River, leading to Preston; but small vessels only are safe, even at 4¼ hours flood, to sail through the channel, it being narrow and crooked, and wholly without buoys, perches, or land-marks. The ground along this coast from Formby is all clean sand, and the depth from 5 to 9 miles off the land, not more than 5 to 8 fathoms; ships therefore in moderate weather, or with an off-

shore wind, may stop a tide anyways from 3 to 6 miles off the land. Although this information is here given of that coast also, it will be seen that the present limits of the chart extend only $3\frac{1}{2}$ miles N. E. of Formby Point.

Coming in through the Formby channel, the buoys are black on your larboard, and red on your starboard hand, and drawn on the chart to answer the setting of the ebb tide. The barrel buoy will be found to swim and ride lighter than the can buoy. The best landing place at low water in Formby Pool, is to the southward of the N.W. mark, where, except the signal post, there is not a dwelling-house within one mile and a half of that part of the coast: at the boat-house, however, there is water caught in iron pots.

*To sail into Liverpool, through the Horse and Rock Channels, at Neap and Spring Tides, with a leading Wind.*

Bidston Hill, in clear weather, may be seen 7 or 8 leagues off. Steer E. by S. until you make out the floating light, from which lead in with the sea lights in one until you pass the two first red buoys on your starboard hand, called the N.W. and N.W. Spit buoys, which have been removed, the former farther out on the same line of bearing, and the latter more to the eastward, then haul to the southward, and keep Bidston light-house open to the southward of the Lezza light-house, &c.—The N.E. red buoy has been also removed farther northward, and the Gut buoy farther westward.—The N.W. buoy in Formby channel has been removed farther out on the same line of bearing. This course will carry you two cables' length to the eastward of the N.W. buoy, and close to the N.W. spit buoy on your starboard hand: these two buoys are red, and are placed in 5 fathoms low water spring tides. A cable's length off the north end of east Hoyle bank, lead in with the sea lights open as above directed, it will carry you to the westward of the four feet flats, and when the Rock land comes better than half way between Walton Mill and the Church, you will know that you are to the southward of the S.W.* end of the four feet flats; but should the wind be northerly at the time, haul up E.S.E. for the Spit buoy, black, on the Mayor's Arm shoal, and pass close to it on your larboard

* In the name of Mr. Foster, I was requested by the harbour-master to shew him the southern extremity of the four feet flats; I accordingly accompanied him to the spot on the 14th March, 1813, and shewed him the cross marks for the S.W. end, where there are four feet water only at low-water spring-tides; *viz.* Bidston and the Lezza lights in one, and the upper light at the Lake and Grange mill in one: these marks meet on the S.W. end, and make an angle of 50 degrees, where a buoy is much wanting: besides, a buoy placed on the S.W. end of the flats, could be seen from the N.W. Spit buoy, when Bidston and the Lezza lights are both hid in gloomy S.E. wind, and would be in the night a material guide to warn off the danger of that flat in leading into the anchorage off the N.E. buoy.

hand, observing to keep Walton church open to the northward of the Rock land, and it will lead you through the passage to the northward of the Patch shoal. Note, the Rednoses and Walton church in one leads over the Patch shoal.

When the wind is southerly, steer in and continue the sea lights as shewn per chart, giving the N.E. buoy (which is red) a berth on your starboard hand, avoiding to go to the southward of the Rednoses and upper Bootle mark: this course will carry you half a cable's length to the southward of the Patch buoy, where you also have the soundings laid down, and is the second black buoy on your larboard hand, placed on the elbow of that shoal. From the patch buoy, steer for the bank buoy, which is the third black buoy on your larboard hand, and steer in midway of the channel, giving the wharf buoy, which is red, a berth on your starboard hand, and the Brazil buoy, which is black, on your larboard hand.

On the Mockbeggar's side, the soundings are regular all the way along; *viz.* 4 fathoms in the stream of the Wharf buoy at half flood; for your better guidance and information, the depth of water there is, at that time of tide, in the channel off the Rednoses; when you are the length of the Bank buoy, and midway of the channel, keep the lead going, and if you carry six fathoms between the Bank and the Brazil buoy, you are then certain of having three fathoms on the shoalest part of the channel off the Rednoses; if not, and your vessel draws more water, anchor in Wallasey hole (so called), between the Wharf and the Brazil buoy, keeping the mill on Bidston Hill open to the westward of Bidston light-house: observe, from thence, whether the flood tide has covered the bottom boards on the Rock Perch; if so, there is then 15 feet water in the channel on the shoalest part of the Rednoses. And further, at that time of the tide, you will also find that the Burbo bank is entirely covered. These observations and trials I have frequently made, and marked them for my own guidance in and out through the Rock channel.

From the Brazil buoy, on your larboard hand, steer in, and bring the two Bootle marks in one; at the same time, guard against the setting of the ebb tide at the entrance of the New Deep, and over the Brazil bank on your larboard hand, as the channel is here-abouts narrow, and the shoalest water of any other part of it. To avoid the middle bank on your starboard hand (the extremity of which extends as far westward as the Rednoses), keep upper Bootle mark a sail's breadth open to the northward of the lower mark; for on that line is the most room and deepest water. As you advance, keep the Gut buoy (so called) on your larboard hand, which is the fifth black buoy on the north side of the channel, situated at the S.E. extremity of the Brazil bank. This buoy lies aground at low water spring tides, bearing from the Brazil buoy S. 73 E. distance $1\frac{1}{4}$ mile, and from the Rock Perch N. $\frac{3}{4}$ W.

From the Gut buoy continue the line of the Bootle marks until you are some distance to the eastward of the Rock Perch, on your starboard hand, and when the New Ferry house comes open with Seacomb Point, haul up and steer on that line; the magazines on your starboard hand, are two-thirds of a mile south of the Rock Perch; and as you advance give Seacomb

Point a berth on your starboard hand. Note, the flood tide sets from the Rock Perch towards the North Battery, on your larboard hand, and from the latter with rapidity towards Birket head. The best anchorage in this river you will find to be in the Sloyn, and off Tranmere Ferry, in 8 or 9 fathoms; *viz.* a white cottage at the west end of Birket head, with Bidston light-house in one, and the trees at Seacomb on with the east end of Birket head; as well as all the way along above the New Ferry, in 6 and 7 fathoms a cable's length from low-water mark, clean and good holding ground, where the stream of the flood tide runs with but little force.

In the middle of this river, especially off Seacomb Point, the ground is rugged, and the flood tide runs rapid, which makes it a very unsafe anchorage off that point. I have known the spring tides to run 6 knots at full moon, with the wind southerly, when the rise at Liverpool would be 21 feet. To anchor in a good berth in the river, off Salthouse-Dock and west of Pluckington sand bank, for your northernmost anchor take the new brick-house over the magazines, to the westward of Tobin's at Codling gap; and for your southernmost anchor, St. Thomas's church spire on with the Poor-house on Brownlow Hill, 8 or 9 fathoms.

*To turn into Liverpool, through the Horse and Rock Channels, at Neap and Spring Tides, Wind at E.S.E.*

From the N.W. buoy off east Hoyle bank, take the first of the flood, and stand to the eastward until you bring the hotel at Hoylake $\frac{1}{3}$ of the way between Kirby church and the Grange mill. Do not cross the flats with a vessel drawing 15 feet, even if it should be two hours flood, but tack when Thingwall mill is on with the beacon at the entrance into Hoylake; nor come nearer to East Hoyle, than to give yourself room to veer ship, pass to the southward and westward of the Patch shoal, over which the stream of the flood inclines towards the N.W. end, where there are 7 to 9 feet low water spring tides. The marks for its western extremity are, the beacon which stands at the entrance into the Lake, on with the Grange wood, and the same beacon on with the Grange mill; turn N.E. buoy half a cable's length on your starboard hand, and the Patch buoy the same distance on your larboard. The shoalest part of the Patch bank is about two cables' length to the westward of the Patch buoy; and the marks on the shore for the same are the Lezza light on with the east end of the village of Moreton, or Bebbington mill on with the trees at the east end of the same village.

On the Mockbeggar side, the ground is even, and the soundings regular all the way along; you may therefore on that side stand in to three fathoms at half flood; and the turning mark for this depth is Linacre hall on with the south beacon on Billinge hill: also the turning mark for the north bank is Seaforth house at Litherland, on with the north beacon on Billinge hill, which, however, is imperceptible when the wind is from the eastward, therefore stand over for the Burba, and tack before you come in with a line of the Bank and Brazil buoys, making an allowance for room to wear,

should your vessel miss stays on either side. After you have passed the Brazil bank buoy, if your vessel is large and works heavy, the wind continuing the same, as the channel thereabouts is narrow, heave her head to the southward, and drop her through; for supposing you are some little time longer, it must be allowed to be the safest step in the end. Stand no nearer the Bootle side, than to bring the two white mills on the North shore in one; nor nearer the North battery, than to bring lower Bootle mark on with the lower Bootle mill, and a new brick-house to the northward of that line, on with those marks; the same time Bebbington spire will be on with a yellow house north of the Rock Ferry: nor to Seacomb Point than to bring a white house south of the Rock Ferry on with the east end of Birket head. To clear Pluckington sand-bank, come no nearer the Queen's Dock, at half flood, than to bring Seacomb Ferry-house on with the new brick-house over the magazines.

Should the wind be southerly, and you are bound to the Quarantine ground,* give Woodside and Birket head a berth of a cable's length, and for the Mill dam observe on the chart (Pluckington bank turning mark at half-flood), and to the Rock and New Ferry into six fathoms. As far south as Brombro' pool you will carry 5 and 6 fathoms a cable's length from low-water mark, this being the southern limits of the Quarantine ground, its northern boundary commencing from a line drawn from a white house, near the fir trees on the Chester road, through New Ferry-house, across the river to Montgomery's cottage, above Knot's Hole; clean and good holding ground 5, 6, and 7 fathoms. Two miles south of Brombro' creek is Eastham Ferry-house: to the eastward of this ferry is Eastham bank, which closes up the passage to it at low water, where there is only room and water left for a small boat. Off Otter's pool there is a sand bank, called by some the Devil's bank: also a channel of two fathoms between the west side of the latter and Eastham bank, which flats frequent: there is also a narrow channel of 4, 5, and 7 fathoms on the east side of the Devil's bank, which extends from Garston to Knots Hole point, where the ebb tide runs rapid. The mark on the shore, which will lead you between Knots Hole point and the Devil's bank, to the westward, is Tranmere Ferry-house on with the light-house on Bidston Hill. The northern extremity of the Devil's shoal, extends as far down the river as the Potteries, on which there is 9 feet low water spring tides. There is a good channel of 4 fathoms between its northern limits and the Potteries point.

[To be continued.]

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* The Quarantine ground, as before stated, is situated south of New Ferry: it is a healthy and desirable situation, a spacious and commodious anchorage, and the most suitable part of the river for such a department, having deep water and good holding ground; where also a Lazaretto may float. The officer of this department asked me to survey it, in consequence of which its boundaries were settled, and a buoy recommended to be placed in 4 fathoms, on its eastern limits, to mark the danger of the Devil's shoal. See the chart, for the angles and marks for such a buoy.

## NORTH AMERICA.

*Halifax, N. S. Dec.* 17.—Information is hereby given to all commanders and pilots of ships, that a white buoy is placed as a mark, to avoid a rocky shoal, on which H. M. S. Superb touched. (3d December, 1814.) At very low spring tides it has 18 feet water on it; the sholest part bears from the Mars rock S.S.E. $\frac{3}{4}$ E. about 140 fathoms. The said white buoy is always to be passed on the east side. Should it be carried away, the flag-staves on Citadel-hill open off Sandwich point, will lead clear.

*Edw. Fairfax.*

Master-Attendant.

### OCEANIC DANGERS.*

MR. HYDROGRAPHER,

Observing that the charts in general use still abound with imaginary dangers, and such as we have reason, from the accounts of navigators, to believe do really exist, but which have not been clearly ascertained, I take this opportunity of suggesting, that a list, alphabetically arranged, of such rocks, shoals, &c. which lie, and are supposed to lie, scattered over the ocean, would prove a valuable source of information to mariners in general, but particularly to those who read the Naval Chronicle, and would, I think, enhance the hydrographic section of it; and further, it may act as an incentive to the B. of L. for their urging to the higher power, the necessity of determining those points which have been so very, very long, doubtful. The list classified so as to shew those dangers which are only supposed to be imaginary—those which are not clearly proved, but are not doubtful—and those that have been clearly established—with the latitudes, longitudes, and dates of discovery, by whom, &c. affixed, would render it complete; and thus collected, would present to those who preside over the nautic world, a formidable train of enemies to commerce; and which, perhaps, as they now lay separated, are by them unthought of. It is certainly surprising, that such extensive dangers, as the False Bermudas, and the Eight-stones, northward of Porto Sancto, are represented to be, have never yet drawn the attention of any one officer cruising near where they are said to be, sufficiently to induce them to ascertain whether they really exist or not. Navigators in general are impressed with the belief, that there are such shoals, merely from the circumstance of their being delineated on the charts; and they consequently always steer wide of their supposed position; so that, unless the nation authorise a research, mariners will be in continued dread (and likely without any occasion or real cause) until the end of time. It would be a pleasing duty for some of our naval officers to be employed in performing; and whilst we have such men as Captains P. Heywood and F. W. Austen, to grace our naval service, there will be no excuse for the non-performance of that service, or a more arduous one —a general re-survey.

*Atlas.*

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* Oceanic Dangers.—N. C. vol. i, p. 357; v, 434; viii, 387; x, 181; xii, 452; xxv, 222; xxvii, 26; xxviii, 71; xxix, 220, 303; xxxi, 220. Connected with this subject, the Hydrographer takes the present occasion to announce, that he has lately been put in possession of a contribution from a naval officer, consisting of a drawing, illustrated by a detailed description, of the rock in the north Atlantic ocean, called "Rokal;" the existence of which has been called in question by many navigators and geographers: among the latter, Pinkerton, in his last edition of *Modern geography* (1811), alludes to it somewhat doubtingly. His words are:—"According to Kerguelen, (*Voyage dans la mer du Nord*, Paris 1771), there really exists an isle, or rather large rock, called Rokol, in 57° 50′ N. 16° W. (of Paris), that is, about five degrees S.W. from St. Kilda; another remote particle of Europe." The article in question shall speedily appear in the Naval Chronicle.—(Hydr.)

London, Published 31 Dec.r 1814 by Joyce Gold. Naval Chronicle Office, 103, Shoe Lane.

Bartly

The capture of four French Gun Vessels by a B. Sp[illegible] commanded by L.t [illegible] Blyth R. N.

## PLATE CCCCXXX.

THIS plate, engraved by Mr. BAILEY, was reduced by that artist from a painting by Mr. CLARKE, of Westminster, representing the successful attack made by the boats of the Quebec frigate, the Raven S. W. the Exertion, and the Redbreast gun-brigs, the Princess Augusta and Alert hired armed cutters, commanded by Lieutenant Samuel Blythe, on a division of French gun-boats, anchored within the island of Nordeney.

## Marine Law.

### TRIAL OF LIEUT.-GEN. SIR JOHN MURRAY.

THE Court Martial appointed for the trial of Sir John Murray, assembled at Winchester, on Monday the 16th of January, General Sir Alured Clarke, President. The members having been sworn, the following charges were read:—

1st. "Landing, or causing to be landed, between the 7th and the 12th of June 1813, near Tarragona, a large quantity of heavy artillery, ammunition, and stores, when he had good reason to believe that no real benefit could be derived for ten or twelve days, as to producing the fall of Tarragona by these means; and when he received information, from which he had reason to believe, that long before that time a superior force of the enemy would be near him, and was aware that the siege must then be abandoned, knowing at the same time the great difficulties and dangers attending a sudden re-embarkation on that coast—such conduct being highly unmilitary, and against the spirit of his instructions.

2d. "Neglect of duty and disobedience of the express written order of his Excellency Field-Marshal the Marquis of Wellington, the commander of his Majesty's forces in the Peninsula, by not immediately re-embarking the whole of the forces under his command, after he had determined to raise, and had actually raised the siege of Tarragona, and returning to Valencia, in order to assist the Spanish armies in that province, in securing the positions which they might have acquired there.

3d. "Neglect of duty in hastily re-embarking the forces under his command, without any previous preparations or arrangements, and thus precipitately and unnecessarily abandoning a considerable quantity of artillery, stores, and ammunition, about the 12th of June 1813, near Tarragona, when he was so far from being compelled to this degrading measure by the immediate approach of any superior force, or by any sufficient cause, that, by due zeal, firmness, and exertion, the greater part, if not the whole, might have been embarked in safety; Admiral Hallowell, who was at the time on duty on the station, engaging to effect the same; such conduct being highly to the prejudice of the service, and detrimental to the British military character."

Of these charges, consistently with the plan of our work, we shall confine our account to the third, or naval charge, as maintained by Admiral Hallowell.

Sir J. Murray having pleaded not guilty to all the charges, the Deputy-Judge Advocate addressed the Court, requiring of its members a patient attention, and stating the necessity of dismissing from their minds any relative impressions previously received. He then adverted to the length of time that had elapsed since the events took place, which had given rise to the present charges; and accounted for the delay of their investigation, by a statement of various causes, the detail of which our limits will not admit of our entering into. And, after a long and able statement, as generally applicable to all the charges, he concluded by observing, that it was impossible for him to foresee in what manner Sir John would shape his defence; but from the letters which had been read, he thought it evident that he relied a good deal on the 13th paragraph of Lord Wellington's general instructions, in which his lordship said, that he would forgive every thing except having the fate of the next campaign risked by any of the corps of the army being defeated and dispersed. But it did not appear to him, that Sir J. Murray should have considered this part of the instructions as directed particularly to himself. It would rather appear that this was meant for the Spanish generals, who, from a too great reliance on the quality of the troops they commanded, had frequently exposed their divisions rashly. Lord Wellington always wished the Spanish troops to preserve a superiority of numbers against the French. This paragraph was so far from being a defence to him, that, it being evident that Lord Wellington attached so much to the not suffering any of the corps to be defeated or dispersed, it was clear, that next to the loss of the men themselves, there was nothing which could be more distressing than the loss of all that heavy artillery, without which the corps could not be effective in any sieges that he might direct. The loss of this artillery was peculiarly important, from the great difficulty of replacing it in Spain. But, admitting that from this paragraph, he was justified in refusing a battle and making a precipitate retreat, how could he be justified in re-landing the army and exposing it again to the same difficulties and risks when there was no apparent object either of honour or advantage. The Deputy-Judge Advocate then concluded, by apologizing for the length of his statement, and declaring that he had placed it in no stronger light than he conceived himself bound by his duty to do.

Admiral Hallowell, on the second day, appeared to substantiate the third charge. He began by correcting an error, stating that 21 pieces of artillery had been left behind, and the carriages burnt—the fact was, that but 18 pieces of artillery had been left behind, and was sorry to say that their carriages were not burnt or destroyed, as the carriages of the howitzers were.

Previous to calling any witnesses he wished to explain one passage in his first letter to Sir E. Pellew. He had said, that that army had already been more disgraced than any British army ever was. By this expression he had not intended to cast the slightest reflection on any of the officers

or men who served under Sir J. Murray. All that he meant was, that the army as a body had been completely disgraced by the manner in which they had been obliged to act by the directions of Sir J. Murray. Since that period he had been almost constantly serving in the Mediterranean, and had heard with astonishment, that reports, most prejudicial to his character, had been industriously circulated. It had been said of him, and the representation was made in very high circles, that he was a man who chose to set his military opinion in competition with that of the General of the forces, and that he had put himself at the head of a sort of cabal of the naval officers, against the military branch of the service. In refutation of that calumny he would appeal to Sir J. Murray himself. When the General informed him of his intention to raise the siege, he gave no opinion at all upon that subject. This was purely a military question; and as he was asked for no opinion, he did not obtrude it. But when the question of re-embarkation was decided on, then he thought that his duty to his king and country required him to give every assistance, not only in re-embarking the troops, but in saving the public stores and the heavy artillery. He had the means of doing so on the 12th, and had pledged himself, if Sir J. Murray had allowed sufficient time. If he was charged with disobeying the orders given by the Quarter-Master-General, for stopping the embarkation of guns and horses, he must plead guilty to that charge. But, in consequence of his not attending to the directions given by General Donkin, twenty pieces of heavy artillery were carried away, that would otherwise have probably been abandoned like the rest. He would appeal to every officer in the army, whether he had not zealously afforded every co-operation in his power. In another part of his statement, he had said, that every further movement of the army, while under the direction of Sir J. Murray, would be attended with fresh disaster, and he had assigned as the reason of this fear, the indecision that he knew to belong to the character of that officer. He should now state to the Court many remarkable instances of that indecision. On the night of the 10th, two new batteries were completed; and by day-light on the 11th, all the batteries, bombs, and gun-vessels, opened their fire on Tarragona. At sun-rise on that day, Sir J. Murray informed him that General De Caen had advanced to Villa Franca, and he set out to meet him. He returned about eight o'clock that evening, and gave directions that Puerto Real should be stormed precisely at ten. Before that time came he again changed his mind, and countermanded the order; and about midnight he informed him that he had determined to raise the siege. Upon this, he (Admiral H.) gave directions to Captain Withers to bring all the boats of the transports and men of war to the beach, by day-light the next morning, for the purpose of removing, in the first place, the stores and heavy artillery. Twenty-five pieces of heavy artillery had been actually brought down to the beach before day light. Between eight and nine he landed from the Malta, and was informed that General Donkin had been giving orders for stopping the embarkation of guns and horses. He then desired Captains Hill and Williams to attend to no orders but from him. General Donkin then told him that Sir J. Murray had ordered him to stop the embarkation of horses and guns, and

that the boats should only take the troops. He could prove, that almost immediately after, directions had been given to Major Williamson to spike the guns that were in battery, and destroy the carriages. While preparations were making for carrying those orders into execution, he waited on Sir J. Murray, and informed him of the disgraceful way in which they were going on at the beach; he also pledged himself, that if he would suffer the army to remain till night, he would carry every thing safely off. Sir J. Murray then denied that he had given such orders. A short time after, a Spanish officer arrived from General Copons, informing him, that the French were at Villa Campa, and their force was between five and six thousand men. Within a quarter of an hour afterwards, Sir J. Murray said, that he was determined on a re-embarkation of the troops and leaving the guns behind. By about 11 o'clock all the horses, mules, and field artillery, that was brought down to the beach, were carried off without the least molestation on the part of the enemy. He was afterwards informed by Sir J. Murray, that his instructions were, to land in the province of Valencia, as far to the north as possible. He, however, afterwards, determined on re-landing the army at Balaguer, for the professed object of cutting off 1,700 of Suchet's army. When the army was partly landed, he was informed, by telegraph, that about two thousand French were advancing towards Balaguer. He then gave orders for stopping the landing of any more horses. The French party was, however, fired on by the ships, and retreated. He then renewed his orders for re-landing the whole army. He thought that he had now advanced sufficient instances of the indecision of Sir J. Murray, to justify that expression in his letter to Sir E. Pellew.

After the statement of other circumstances to a similar effect, the Admiral was sworn a witness. He was then recommended by the Deputy-Judge Advocate to look over the paper in his hand, and swear to such parts as were within his immediate knowledge.

Admiral Hallowell said that he was ready to swear to the whole of the statement. After some conversation as to the regularity of swearing to the whole of a statement, of which some parts were to be proved by other witnesses, Admiral Hallowell was allowed to swear to the truth of every part of the statement he had given in, which came under his own knowledge.

[*The naval officers examined in corroboration of Admiral Hallowell's charge were Captain Withers, Captain Inglefield, Lieutenant Cole, and Lieutenant Bowyer; whose evidence, as also that of the military officers examined, went fully to the purpose—but the minutes of which it is beyond the limits of our pages to admit.*]

On the sixth day, the Court having inquired whether any further evidence was to be produced, Admiral Hallowell stated that he had closed the prosecution of his case: And the prisoner was asked what time he required to prepare his defence; who having desired five days as the shortest time necessary to the great variety of matter, and evidence, which he stated to be almost entirely false, the Court assented.

On Friday the 22d of January, the Court resumed its sitting.

The prisoner commenced his defence by adverting to the disadvantages under which he was called upon to make it, amidst the clamour of popular disappointment and every species of misrepresentation and abuse, invented by private animosity, or originating in ignorance of facts. He then appealed to every member of the Court, whether the violent attacks upon him had not been the mere result of popular resentment, and the simple consequence of honest though misguided disapprobation; intreated them to recall to their recollection the succession of abusive paragraphs with which the public prints had teemed, the exaggerated accounts of the army under his command ungenerously contrasted with mutilated statements of that of the enemy and his positions, and in which motives had been assigned for his conduct, with the sole object of prejudging his cause, and influencing the worst passions of the British people against him; and, finally, accused the Admiral of insincerity, or double-dealing towards him, and assigned, as the occasion of it—his rejection of the Admiral's counsel—and a supposed preference of that of Major-general Donkin. Other proofs of personal hostility were not wanting. He should content himself with laying before the Court the last act of the Admiral's hostility previously to his bringing him into that Court; it was a very short time after he had rejected the Admiral's proffered counsel of continuing the operations at the Col de Balaguer, the commencement of which he had so earnestly deplored—he alluded to the signal made from the Malta by his orders, when Lord Bentinck's vessel appeared in the offing; after inquiring whether his Lordship was on board? in the face of the fleet, in the presence of the army, still under General Murray's command, the signal was made—"*We are all delighted.*" As an Admiral he was at liberty to make what signals he might choose, but he left it to the Court if this instance was not an unbecoming abuse of his authority—and if it did not tend to countenance discontent and clamour in the army still under his command, and in which, after the arrival of Lord William Bentinck, he still continued to hold the second place.

He now came to the consideration of the charges.—Two prosecutors had appeared against him, contending on principles in direct opposition to each other. The Judge Advocate had felt this difficulty; and had adduced no proofs, except the documents originally furnished to him. In his observations upon this evident inconsistency, he very truly stated, that Admiral Hallowell might so conduct his case as to make the charges correspond with each other; and that General Murray was open to animadversion for having continued the siege too long, as well as for the precipitate manner of its abandonment. This inconsistency did not seem to be worthy of Adm. Hallowell's notice, for he made no observations on the subject; and instead of co-operating with the Judge Advocate, he had contented himself with an attempt to prove that no enemy was near. In the 1st charge he began to sin on the 7th—his crime was of course increased on the 8th.—To have continued on shore on the 9th, 10th, and 11th, must naturally have augmented the sum of his offences, as the advance of the enemy rendered the danger more pressing; and yet on the 12th the reverse of the picture was displayed, and the Court were informed that the embarkation was then

not only precipitate, but unnecessary. Should he attempt to prove that the beach was at all times safe and practicable, then proofs might be urged against him in the 3d charge, in which he was accused of a precipitate decision to embark.

The General then proceeded to defend his conduct relative to the 1st and 2d charges. In his answer to the 3d charge, he says,—No accident occurred which afforded any chance of the fall of Tarragona. No reinforcement had reached them, and the intention of the enemy to advance seemed decided. Under such circumstances, the preservation of the army entrusted to his care, in that state of effectiveness, which would enable it to act in any sphere, became his first care. If his own judgment had not pointed out this course, the instructions of his Excellency were too plain to be mistaken. The importance of the Anglo-Sicilian army to the grand plan of the Duke of Wellington, was in fact too manifest to be overlooked. Its existence put in activity the second and third Spanish armies, and prevented the first from defeat. Had these forces been dispersed or paralyzed, Marshal Suchet would have been enabled to oppose, in the most decisive way, the arrangements of the Commander-in-chief, in whose rear he would have moved, and thereby interrupted the siege of St. Sebastian's, and the not less important operations at Pamplona. The army of Alicant, in fact, would never be considered in any other light than as a diversion in favour of his Excellency—whose plans were alone to be considered. He (Sir J. Murray) had no plan of his own to consider, and he had no right to put the army placed under his command in a situation to be beaten without his Excellency's orders. With these impressions on his mind, it would ill become him to have listened to the advice of Admiral Hallowell, and to have hazarded the destruction of an army upon which so much depended. Had he suffered his own personal feelings to have got the better of his prudence, which, had he obeyed the impulse of the moment, might have been the case, he should, indeed, have deserved reprobation. The public, it was true, might be silent, but what apology could he make to the Commander in chief, whose positive orders he had received? What excuse could he offer for having lost the flower of his army—and, for the sake of saving a few guns, have had the horses of the cavalry slaughtered on the beach? And who would be rash enough to doubt that such would have been the case, when the force of the enemy advancing, independent of the garrison of Tarragona, was known to be 12,000 of the best troops of France? Defeat would be almost certain, but its probability could not be doubted. The expedition to Ostend had not been forgotten, and the events at Corunna were still fresh in our recollection. The period was critical, and it was incumbent on him to avoid a delay which might have been productive of the most fatal consequences. If he had remained, and attempted to take off the guns at all hazards, might not Marshal Suchet have arrived on the beach? And if he had, would he have permitted the allied army to embark? And if this was prevented, he would have become master of the field, and a decided blow would have been given to the hopes of success on the eastern coast of Spain. A few hours might have been of the utmost consequence; and, therefore, his refusal to meet the wishes of

Admiral Hallowell, to wait till night, was, he trusted, satisfactorily accounted for.

[*Witnesses were then examined in confirmation, the minutes of whose evidence we must decline entering into, for the reasons above stated.*]

On Monday the 6th of February, and 15th of the Trial, Admiral Hallowell replied; observing, that Sir John's apologetical address was full of declamation, without offering one substantial reason for raising the siege of Tarragona in the *manner* he did. He rebutted the charge of private animosity, or disguised conduct by stating, that he had received written instructions from his commander-in-chief, to transmit to the Admiralty an account of his proceeding, whenever he had an opportunity of doing it more expeditiously than by sending to him in the first instance. Declared it was not till he arrived in London, a few days after Christmas day, that he was informed of his being considered as the prosecutor. "If," said Admiral Hallowell, "abuse were proof, if invective were evidence, I should stand a bad chance; but Sir John Murray forgot to whom he addressed himself;—he forgot that the judgment of this court would lead them to conclude, that when a man substitutes abuse for defence, it is because he has not better evidence to produce. It is no wonder that, brooding over discontent and disappointment for so many months, such a malignant production should have been brought forth; this is a harsh term, but not too much so, by any means, for those calumniating charges made in his address, many of which were too bad for him to support, even by a shadow of evidence; and some of which, to avoid discussion, he would have abandoned. The admission of some of these charges he has as readily allowed, as they were deliberately and unjustly made."

The admiral then went on to a candid and manly reply to several other incidental charges made by Sir John Murray; in the course of which, "Sir John Murray," said the Admiral, "charges me with making the following signal: '*We are delighted.*' I do not deny it. The America informed me by signal on the 17th, that Lord William Bentinck was on board: I answered, '*We are all delighted.*' In making this reply, I spoke the sentiment of the whole army, and I really believe of Sir John Murray also."

The admiral after a very long, able, and perspicuous reply, concluded: "Sir John Murray has attacked my character, not met my charge, and every thing I have heard in this Court convinces me that your decision will be such as will vindicate the honour of the service, and satisfy the expectations of the sovereign and the nation."

On the 15th of February the Sentence was promulgated as follows:—

The Court is of opinion, with respect to the first charge, that Lieut.-General Sir John Murray is not guilty.

With respect to the second charge, that Sir John Murray is not guilty.

With respect to the third charge, that Sir John Murray is guilty only of so much of that charge as states, "that he unnecessarily abandoned a considerable quantity of artillery and stores, which he might have re-em-

barked with safety, such conduct being detrimental to the service." And the Court does, therefore, find him guilty of such part, but does acquit him of the remainder of that charge. And the Court, under all the circumstances of the case, considering the conduct of Sir John Murray to have proceeded from a mere error in judgment, is of opinion, and does adjudge, that, for the part of the third charge of which Lieutenant-General Sir J. Murray has been so found guilty, he be admonished in such manner as his Royal Highness the Commander in Chief shall think proper.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to approve and confirm the finding and sentence of the Court. But his Royal Highness has remarked, that, as the Court only attributed to Sir J. Murray *a mere error in judgment*, the case did not appear to his Royal Highness to call for any further observation.

## PLATE CCCCXXXI.

OTAHEITE, or more properly anglicised, *O-taheite*, is one of the Society isles (so called), in the South Pacific Ocean, and situated (taken generally) in latitude 17° 40′ S. longitude 149° 20′ W. This island was first discovered in 1767, by Captain Wallis,* who gave to it the courtly and lengthy name of King-George-the-third's island: it was visited the following year by Mons. Bougainville, the French circumnavigator. Captain Cook was there in 1769, to observe the transit of the planet Venus over the sun's disk; and this navigator revisited it in his second and third voyages. Some Spanish ships also touched there during these intervals. This island (as will be seen by inspecting the annexed chart) consists of two peninsulas, which are connected by a narrow isthmus: a great part of it is covered with forests, consisting partly of bread-fruit (*arto carpus*), palm, cocoa-nut, banana, plantain, and mulberry trees; there are also sugar-canes, pine-apples (*annas*), casuarinas, dragon-trees, and other vegetables peculiar to the tropical climes. The island is level towards the sea; but about 3 miles within-land begins to rise into lofty hills, which are very woody, and terminate in peaks, from whence there fall some large streams, which deserve the title of rivers. The island is also skirted by a reef of rocks, but has several openings into deep water: breakers run off to a great distance from the S. part of the island. When the extremes of the sand bear from E.S.E. to N.W. b. W. about a mile from the shore, there is anchorage in 17 fathoms over a clear sandy bottom, opposite to a run of water; but if the wind blows along the shore, as it frequently does, a great swell is raised thereby alongside a vessel there, as well as a surf on the beach. There is clear ground in 5 fathoms within $\frac{1}{4}$ mile from the shore, and 4 fathoms with sandy ground at 2 cable-lengths from shore.

* See biographical memoir of this officer, page 89.

# OTAHEITÉ.

149° 30'
Point Venus
Matuvai Bay
Oparrey
Matuvai R.
Oopora
Motu-aloona
Teatua
Fresh Water R.
Odonanae
Ovepe
Whappaiano
Onouhea
Otoare
Oha-aine
Boourou
Taa-wirrij
THE
OPOUREONU
PACIFIC
Otaapouna
Otaidea
Onuhuia
Onuha-aoue
Apounauvea
OR
OTAHEITÉ-NUE
Oovoa
Tea-mara
Whonupa
Onuiaru
Otaraauai
Onuharete
Woa-eite
Ouaite
Onuhatu-tera
Teveiti
TIARRABOU
Toahoutue
OR
Tenvatte teapon
Otooamite
Onuiaru
OTAHEITÉ-ETÉ
Pierre-orre
Onuaba
Oaroua
Eparre
Litahouta
Ouarua
Onuaina
Epaparra
Tyrnouae
Weyra-idde
Marai no te Oana
OCEAN
Scale of Miles

Port-royal (so called by some European mariners) is to leeward; off the S. point of which, at the extremity of the bay, is a reef which runs ½ a league westward. In 1767, the magnetic variation was 6° E. at the S.E. end, and 5° 30′ at the N.W. end. The soil is fertile, and the heat is far from troublesome, as its geographical site might seem to denote: neither do the winds invariably blow from the E. but sometimes from S.W. for 2 or 3 days: and also, though very seldom, from N.W. It is to be observed, that S.W. winds may be expected in October, November, December; and when the winds are variable, the sea has a swell from S.W. or W.S.W. as there is also when it is calm, with a clouded atmosphere; which last is a sure indication that the winds are variable, or westerly out at sea. On the contrary, the weather is always clear with the settled trade-winds. It must be farther remarked, that this wind does not extend farther than 20° S. and but very faintly for some distance within its utmost limits; and when a ship gets to the southward thereof, the wind is usually from the westward. The tides do not rise more than 10 or 12 inches, and it is high water about 10 h. 38 m. on full and change days ☾. The geographical site of Point-Venus is 17° 29′ 15″ S. Oatipeha, or Otallipiha, 17° 29′ 27″ S. 149° 35′ 45″ W. Some account of Otaheité by the Missionary Society, is to be found in the M. C. vol. iii, p. 55. A view and description of Oparrey harbour, xxvi, 304. The same of Whapiano, xxx, 141.

To the above hydrographical account we shall subjoin a few extracts from Mr. Turnbull's account of the natives of this island, which he visited in 1802:—

"From the confined circle of their ideas, it was impossible to give them any conception of the arts, the manufactures, the wealth, the resources, and enjoyments, of Europeans: besides, they are fully persuaded that their own is the first country on the face of the globe, although they set so high a value on many of the tools, instruments, and other useful articles, of Europeans, as not unfrequently to seek them at the hazard of their lives. A variety of circumstances have combined to impress the minds of these people (whose information we must naturally suppose very limited) with an idea that their country is superior to every other: such as the late settlement of the British missionaries in Otaheite, the voyage of Captain Bligh thither to procure the bread-fruit tree, and the frequent visits to their country by vessels of different nations.

"The king being very desirous to obtain some of our *ava*, that is, spirituous liquors, we gratified him with a small quantity in the shell of a cocoa-nut, which was handed down to him in his canoe. On receiving the present, he said aloud, *my ty te tata, my ty te pahie*—very good men, very good ship; and with this compliment in his mouth, took his leave of us to pay a similar visit, and with a similar purpose, to the Porpoise. We afterwards learned that his majesty was somewhat too much addicted to the use of such liquors, and that he would go any length to procure them. His father, Pomarre, was not yet returned from the expedition against his enemies in another part of the island. It may be necessary here to observe,

that, by the laws of Otaheite, the son, immediately on his birth, succeeds to the dignity of his father, the father from that instant becoming only administrator for his child. Otoo, therefore, was king; and Pomarre, his father, regent.

" About this time the king's mother, Edeah, appeared alongside, in a canoe, attended by her favourite, a chief of the island Huaheine, a man of a most savage figure and manners. This lady had been for some years separated from her husband, Pomarre; but had not on this account suffered any diminution of power or respect in the country. These two personages came on board our ship with their characteristic frankness, and were treated by us with all possible attention, having learned from the gentlemen of the mission, that Edeah still enjoyed such influence in the state, that her favour might be essentially useful to us, as we had every thing to fear from her resentment. No pains, therefore, were spared to gain her good will; she and her favourite chief were conducted to the cabin, and there entertained with grog, tobacco, &c. &c. Several presents were offered her, on which she seemed to set very little value; but expressed great eagerness to possess a *poo puey*, or musket. This, however, we thought most prudent to withhold at present, as we were not as yet sufficiently acquainted with our company, nor with the state of matters on shore. This queen dowager, and her paramour, however, continued to drink, and interchange tobacco, till they were nearly incapable of leaving the ship, each appearing to be equally delighted with their entertainment. The attendant was so well pleased, that on taking leave, he urged the writer of this narrative to accept him as a *tayo*, or intimate friend, a civility he declined in the way least likely to give umbrage.

" Towards the close of the day, a number of young females resorted to the ship, dressed in a manner very suitable to their purpose, that of attracting admirers. Their complexion was olive, but with various shades of darkness. Their head dress consisted of a neat little bonnet, made from the leaves of the cocoa-nut tree, split into small pieces; some of these were of a green, others of a yellow, or straw colour. Their hair was ornamented with white flowers, resembling our lily, and highly scented with the perfume of the sandal wood, and cocoa-nut oil. Their drapery was composed chiefly of two pieces of cloth of the country fabric, one wrapped round the body, and another thrown gracefully over the shoulders, and descending to the middle of the leg. Their feet were uncovered, being the universal custom of all ranks in the country. The colours and quality of their dresses were various, probably to suit the taste of the wearers; but none of them wore the *teboota*. Many of these ladies rowed their own canoes, managing them with a skill equal to that of the men, who were in general dressed in the *marra* and *teboota*, but of a coarser stuff than those of the great personages we had before seen. Their countenances expressed much good nature and cheerfulness, and their deportment was affable and courteous. Some of the men wore their straight black hair flowing loose upon their shoulders, others again had it tied in a knot on the top of the head; in this differing from the women, whose hair was generally cut short behind. Their whole appearance was clean and comfortable.

" The Otaheiteans, in common with other savages, are passionately attached to music; every feature of their face, and member of the body, bear testimony to its impression, and are no inconsiderable arguments of their sensibility and social affection. The music of the country is not more perfect than that of the other southern islanders, consisting only of four notes, and these not the most harmonious in the gamut. Their intercourse with Europeans has much improved their natural taste; but they still prefer that of our musical instruments which most nearly approaches the Otaheitean flute. The Scottish bag-pipe animates them to rapture, they are never weary of listening to its dissonance.

" It was this music that Pomarre requested, expressing his wish by the intelligible mimicry of the motion of his elbows, and the breathing of his nostrils. *Taptain Toote* (Captain Cooke) as he said, had often entertained them with this instrument."

It is doubtful whether the condition of the Otaheiteans have, on the whole, been benefited by their intercourse with the inhabitants of the civilised world—if they received the good, they have also received the evil—if they have been at all benefited by the enlightened understandings of their visitors, they have also suffered by the *contagion* of their vices.

The missionaries, although they have executed their task with the utmost zeal and perseverance, seem to have made but small impression on their minds. Mr. Turnbull thus expresses himself:—

" It is, perhaps, expecting too much of them in their present state, to look for any thing like Christian faith from a people so rude and barbarous: perhaps the missionaries, according to a trite proverb, have begun at the wrong end, preaching the mysteries of their religion, before they have laid a foundation, by instructing them in its simple elements. It is doubtless wrong to temporize or falsify the religion of truth in any of the slightest of its points of faith; but there is room, ample room, for the exercise of discretion, in adapting their lessons to the natural capacities of the pupils. It is not necessary to attempt to teach them all, under circumstances in which they cannot comprehend one-half. The doctrines of the Trinity and Incarnation are not for Otaheitean understandings.

" One Sunday evening, Mr. Jefferson requested permission to exhort Otoo and Tereinavouroa, with all their followers; Otoo sent a messenger to me on the occasion, saying that he wished to see me: I accordingly went, and found Mr. Scott and Mr. Jefferson in the act of exhortation. Their congregation might amount to about fifty. Upon its conclusion, I demanded of Otoo what he wanted with me. He asked me, upon the departure of the missionaries, whether it was all true they had preached? I replied in the affirmative; that it was strictly so according to my own belief, and that of all the wiser and better part of my countrymen. He demanded of me where Jehovah lived; I pointed to the heavens. He said he did not believe it. His brother was, if possible, still worse. Edeah was looking on, with a kind of haughty and disdainful indifference. It was all *havery*, or falsehood, adding, they would not believe unless they could see; and ob-

served, we could bring down the sun and moon by means of our quadrant, why could we not bring down our Saviour by a similar operation?

"It is, indeed, impossible for them to believe what they cannot comprehend, and to which they can find no analogy in any objects in their own country. I have not unfrequently amused myself by playing upon their ignorance, telling them that I lived in a country in which houses as large as those of Otaheite were erected on the water, such as the booths which may be seen in winter on the ice; that water could be made to support fire without extinguishing it; and that I had seen animals as big as their largest hogs, roasted on a river. That my countrymen walked over its surface, boxing and wrestling, as in Otaheite; that it might be broken in pieces, and that armies of a hundred thousand men, as in Holland, marched over it with dry shoes. It was ludicrous to see the fixed stare with which they would listen to these assertions: nor did I stop here, but added, that we were acquainted with countries in which it was continual day, and others in which it was an uninterrupted night; that we had sometimes rain as large as musket balls, and that sometimes it changed its form, and descended like feathers, covering the whole country like a table cloth. These things undoubtedly surpassed their understanding, and therefore their powers of belief. Is it any reasonable subject of astonishment, that their minds should be equally inaccessible to any of the mysteries of religion? That every thing originated from the wisdom and power of God; that the earth, the heavens, and all created beings, obeyed his omnipotent mandate—"Let there be light, and there was light!" that man was a free agent, created with a certain degree of natural excellence, and capable of more; that he abused his free agency, and became unworthy of his creator; that the mystery of the redemption again raised him to his former level, and satisfied the justice of his God! These are mysteries beneath which an Otaheitean understanding must sink confounded. It is not until the lapse of many years, that, in the true sense of the word, the Otaheiteans can become Christians: the first converts of the Apostles were the citizens of the most learned and polite nations of the ancient world."

*J. S. S.*

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## NAVAL HISTORY OF THE PRESENT YEAR, 1815.

*(January—February.)*

### RETROSPECTIVE AND MISCELLANEOUS.

OUR hopes have been most honourably realized in the capture of the United States ship President, Commodore Decatur commander, by the British frigate Endymion; and we most cordially congratulate Captain Hope, his officers and men, on the merited success of their gallantry and skill, in so bravely maintaining the reputation of their country—accustomed to capture and destroy, in a few hours, whole fleets of powerful

and superior magnitude. We say, *maintaining* the reputation of this country; for, surely, it can never have been seriously considered as lost by *two* or *three* instances of advantage obtained by a morally-insuperable superiority of force. It was, however, necessary to check the conceited sauciness of the enemy, thus assumed;—and to Captain Hope, his officers and men, the country is indebted for having contributed so honourably and effectually to that desirable end;—Nor are the vigilance and exertions of the whole of that small squadron of observation, of which the Endymion was a part, to be overlooked, in contemplating the brilliant achievement resulting from them.

It appears that the Majestic, Captain Hayes; the Tenedos, Captain Hyde Parker; Endymion, Captain Hope; and Pomone, Captain Lumley, were stationed off Sandy Hook, to prevent the escape of the President, and other vessels ready for sea at Staten Island. They had been repeatedly blown off from their station, and had as often, under the direction of Captain Hayes, been judiciously placed on that point of bearing that was conceived likely would be the enemy's track in his egress. They were ultimately blown off in a snow storm, when, still adhering to their plan of getting in to the supposed track of the enemy in the event of his sailing, they, an hour before day-light saw a ship and brig standing south and east, about two miles on the Majestic's weather-bow;—the signal for chase was made, and it is hardly necessary to say, was promptly obeyed. In the course of the day, we are told, the chase became extremely interesting, by the endeavours of the enemy to escape, and the exertions of all the captains to bring their ships alongside of him. At half past five in the evening the exertions of Captain Hope effected his purpose, and the action commenced on both sides, and was continued during two hours and a half with the utmost gallantry and spirit;—the Endymion's sails being then cut from the yards, the enemy got a-head;—the action ceased, and the Endymion bent new sails to enable her to renew it. In the meanwhile at half past eleven at night, the Pomone got up with the President, and firing a few shots, the enemy hailed to say she had already surrendered.

The vessel in company was the Macedonian brig, but by her superior sailing she effected her escape.

The following comparative statement of force will prove it an *honourable* victory on the part of Captain Hope and his brave companions.

| PRESIDENT. | ENDYMION. |
|---|---|
| 34 24-pounder guns. | 26 24-pounder guns. |
| 20 42-pounder carronades. | 22 32 pounder carronades. |
| 4 6-pounder guns. } in the tops. | |
| 2 4-pounder guns. } | |
| 60 guns of all sizes | 48 guns of all sizes. |
| Full complement 490. | Full complement 340 men. |
| The weight of shot fired by the President at one round 1688lb. | The weight of shot fired by the Endymion at one round, 1324lb. |
| Tonnage, about 1600. | Tonnage, 1277. |
| The killed and wounded of the President are said to have been 100. | The killed and wounded in the Endymion were 25. |

The President was bound to the Island of Pulo Aor, to cruise against our trade between Barbary and China, with several masters of American East India ships, bound as pilots and volunteers.

We look for (and, we hope, not in vain) the capture of the remaining principals, at least, of the American navy.

The American secretary of the navy has, on introducing the form of a bill for the better organization of the navy department, thrown out some observations on the construction and equipment of our ships of war, well worthy the attention of our government.

A saving of £10,000 per annum is expected from an intention of the Admiralty to dispense with the flag-officers in the rivers Medway and Thames during the peace, and also with the Commissioners of the navy at the yards of Deptford and Woolwich.

A correspondent at the Sound has enabled us to supply a summary of shipping information. In the whole, 8183 ships, in the course of 1814, passed the Sound, of which 2758 were Swedes, 2319 English, 1354 Prussians, 551 Dutch, 495 Russians, 475 Danes, 82 Norwegians, 64 Hamburghers and Lubeckers, 42 Portuguese, 22 Spanish, only 12 French and 9 Italians.

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The following papers, relating to the war with America, were ordered by the House of Commons to be printed:

An account of the number of ships or vessels, of any description, that were upon the Lakes of Canada and upon Lake Champlain, and fit for service, on the 18th of June, 1812, the 15th of May and 1st of November, 1813; with the force of each vessel in guns, men, and boys:

There are no returns in this department which can shew the force exactly at the periods above-mentioned; but the following statements are the nearest in point of time to each date respectively.

The latest return, prior to the declaration of war in America, is on the 1st of May, 1812, at which date there were,

On Lake Ontario:

1 Ship or Vessel of 22 guns, and 35 men.
1.....14.....24
1..... 8.....Not stated.
1.....12.....(building.)

On Lake Erie:

1 Ship or Vessel of 18 guns, and 35 men.
1.....10.....14
1.....12.....(building)

The nearest date of any return to the 15th of May, 1813, is dated 24th July, 1813; at which period there were,

On Lake Ontario:

1 Ship or Vessel of 23 guns, and 175 men.
1 ..... 20 ..... 155
1 ..... 16 ..... 92
1 ..... 14 ..... 60
1 ..... 12 ..... 30
1 ..... 12 ..... 70

Exclusive of 200 soldiers embarked as marines.

On Lake Erie:—

1 ship or vessel of 20 guns, just launched.
1 ..... 18 and 110 men.
1 ..... 12 76
1 ..... 6 39
2 ..... 2 each, and 15 men each.

In the Richlieu and Lake Champlain:—

2 ships or vessels, of 11 guns, and 40 men each.
3 gun boats, of ..... 20 men each.

The nearest date of any Return to the 1st November, 1813, is dated 26th January, 1814; at which period there were on Lake Ontario and Lake Champlain, and the adjoining rivers, as follows:—

| *Lake Ontario.* | *Lake Champlain and Rivers.* |
|---|---|
| 1 ship or vessel of 23 guns. | 1 ship or vessel of 16 guns. |
| 1 ..... 21 —— | 1 ..... 11 —— |
| 1 ..... 21 —— | 1 ..... 4 —— |
| 2 ..... 14 each. | 1 ..... Unknown. |
| 1 ..... 12 —— | 1 ..... 16 guns. |
| 1 ..... 9 —— | Nearly ready to launch: |
| Nearly ready to launch: | 20 gun-boats. |
| 1 ..... 58 —— | 9 ditto building, and nearly ready. |
| 1 ..... 43 —— | |

Ships of war and armed vessels taken by the Americans:—three of 38, six of 16, two of 12, two of 10, and three of 4 guns; containing 2,015 men and boys.

Ships of war and armed vessels taken by the British from the Americans:—42 national ships, and 228 private vessels of war—containing 2,300 guns, and 11,268 men.

Number of seamen captured and detained, 20,961.

Number of American merchantmen taken, 1,407.

The copy of memorials (printed by order of the House of Commons) from any of his Majesty's subjects, complaining of insufficient protection, are only four in number. There does not appear to be one from Lloyd's.

## Letters on Service,

*Copied verbatim from the* LONDON GAZETTE.

ADMIRALTY-OFFICE, OCTOBER 17, 1814.

CAPTAIN CROFTON, acting Captain of H.M.S. the Royal Oak, arrived this morning at this office, with dispatches from Vice-admiral the Hon. Sir Alexander Cochrane, K. B. addressed to J. W. Croker, Esq. of which the following are copies :—

SIR, *H.M.S. Tonnant, Chesapeake, Sept.* 17.

I request that you will be pleased to inform my Lords Commissioners of the Admiralty, that the approaching equinoctial new moon rendering it unsafe to proceed immediately out of the Chesapeake with the combined expedition, to act upon the plans which had been concerted previous to the departure of the Iphigenia: Major-general Ross and myself resolved to occupy the intermediate time to advantage, by making a demonstration upon the city of Baltimore, which might be converted into a real attack, should circumstances appear to justify it; and as our arrangements were soon made, I proceeded up this river, and anchored off the mouth of the Patapsco, on the 11th instant, where the frigates and smaller vessels entered at a convenient distance for landing the troops.

At an early hour next morning, the disembarkation of the army was effected without opposition, having attached to it a brigade of six hundred seamen, under Captain Edward Crofton (late of the Leopard); the second battalion of marines; the marines of the squadron, and the colonial black marines. Rear-admiral Cockburn accompanied the General, to advise and arrange as might be deemed necessary for our combined efforts.

So soon as the army moved forward, I hoisted my flag in the Surprise, and with the remainder of the frigates, bombs, sloops, and the rocket ship, passed further up the river, to render what co-operation could be found practicable.

While the bomb-vessels were working up, in order that we might open our fire upon the enemy's fort at day-break next morning, an account was brought to me, that Major-general Ross, when reconnoitring the enemy, had received a mortal wound by a musket ball, which closed his glorious career before he could be brought off to the ship.

It is a tribute due to the memory of this gallant and respected officer, to pause in my relation, while I lament the loss that His Majesty's service, and the army, of which he was one of the brightest ornaments, have sustained by his death. The unanimity, the zeal which he manifested on every occasion, while I had the honour of serving with him, gave life and ease to the most arduous undertakings. Too heedless of his personal security when in the field, his devotion to the care and honour of his army, has caused the termination of his valuable life. The Major-general has left a wife and family, for whom I am confident his grateful country will provide.

The skirmish which had deprived the army of its brave general was a prelude to a most decisive victory over the flower of the enemy's troops. Col. Brooke, on whom the command devolved, having pushed forward our force to within five miles of Baltimore, where the enemy, about six or seven thousand, had taken up an advanced position, strengthened by field-pieces, and where he had disposed himself, apparently with the intention of making a determined resistance, fell upon the enemy, with such impetuosity, that he

was obliged soon to give way, and fly in every direction, leaving on the field of battle a considerable number of killed and wounded, and two pieces of cannon.

For the particulars of this brilliant affair, I beg leave to refer their Lordships to Rear-admiral Cockburn's despatch, transmitted herewith.

At day-break the next morning, the bombs having taken their stations within shell range, supported by the Surprise, with the other frigates and sloops, opened their fire upon the fort that protected the entrance of the harbour, and I had now an opportunity of observing the strength and the preparations of the enemy.

The approach to the town on the land-side was defended by commanding heights, upon which was constructed a chain of redoubts, connected by a breast-work, with a ditch in front, an extensive train of artillery, and a shew of force that was reported to be from fifteen to twenty thousand men.

The entrance by sea, within which the town is retired nearly three miles, was entirely obstructed by a barrier of vessels sunk at the mouth of the barbour, defended inside by gun-boats, flanked on the right by a strong and regular fortification, and on the left by a battery of several heavy guns.

These preparations rendering it impracticable to afford any essential co-operation by sea, I considered that an attack on the enemy's strong position by the army only, with such disparity of force, though confident of success, might risk a greater loss than the possession of the town would compensate for, while holding in view the ulterior operations of this force in the contemplation of His Majesty's Government; and, therefore, as the primary object of our movement had been already fully accomplished, I communicated my observations to Colonel Brooke, who coinciding with me in opinion, it was mutually agreed that we should withdraw.

The following morning the army began leisurely to retire: and so salutary was the effect produced on the enemy by the defeat he had experienced, that notwithstanding every opportunity was offered for his repeating the conflict, with an infinite superiority, our troops re-embarked without molestation; the ships of war dropped down as the army retired.

The result of this demonstration has been the defeat of the army of the enemy, the destruction, by themselves, of a quantity of shipping, the burning of an extensive rope-walk, and other public erections, the causing of them to remove their property from the city, and above all, the collecting and harassing of his armed inhabitants from the surrounding country; producing a total stagnation of their commerce; and heaping upon them considerable expences, at the same time effectually drawing off their attention and support from other important quarters.

It has been a source of the greatest gratification to me, the continuance of that unanimity existing between the two services, which I have before noticed to their Lordships; and I have reason to assure them, that the command of the army has fallen upon a most zealous and able officer in Col. Brooke, who has followed up the system of cordiality that has been so beneficially adopted by his much-lamented chief.

Rear-admiral Cockburn, to whom I had confided that part of the naval service which was connected with the army, evinced his usual zeal and ability, and executed his important trust to my entire satisfaction.

Rear-admiral Malcolm, who regulated the collection, debarkation, and re-embarkation of the troops, and the supplies they required, has merited my best thanks for his indefatigable exertions; and I have to express my acknowledgements for the counsel and assistance which, in all our operations, I have received from Rear-admiral Codrington, the captain of the fleet.

The captains of the squadron who were employed in the various duties afloat, were all emulous to promote the service in which they were engaged, and, with the officers acting under them, are entitled to my fullest approbation.

I beg leave to call the attention of their Lordships to the report Rear-admiral Cockburn has made of the meritorious and gallant conduct of the naval brigade: as well as to the accompanying letter from Colonel Brooke, expressing his obligations to Captain Edward Crofton, who commanded, and Captains T. B. Sullivan, Rowland, Money, and Robert Ramsay, who had charge of divisions, and I have to recommend these officers, together with those who are particularly noticed by the Rear-admiral, to their Lordships' favourable consideration.

Captain Robbins of the royal marines, who commanded the marines of the squadron on this occasion, and in the operations against Washington, being severely wounded, I beg leave to bring him to their Lordships recollection, as having been frequently noticed for his gallant conduct during the services on the Chesapeake, and to recommend him, with Lieutenant S. Marshall, of the Diadem, who is dangerously wounded, to their Lordships' favour and protection.

First Lieutenant J. Lawrence, of the royal marine artillery, who commanded the rocket brigade, has again rendered essential service, and is highly spoken of by Colonel Brooke.

Captain E. Crofton, who will have the honour of delivering this despatch, is competent to explain any further particulars; and I beg leave to recommend him to their Lordships protection, as a most zealous and intelligent officer.

I have the honour to be, &c.

*Alexander Cochrane,*

Vice-admiral, and Commander in Chief.

*To J. W. Croker, Esq. &c. &c.*

SIR, *H.M.S. Severn, in the Patapsco, Sept.* 15.

In furtherance of the instructions I had the honour to receive from you on the 11th instant, I landed at day-light of the 12th, with Major-general Ross, and the force under his command, at a place the General and myself had previously fixed upon, near to North Point, at the entrance of the Patapsco, and in conformity with his wishes, I determined on remaining on shore, and accompanying the army to render him every assistance within my power during the contemplated movements and operations; therefore, so soon as our landing was completed, I directed Captain Nourse, of this ship, to advance up the Patapsco with the frigates, sloops, and bomb-ships, to bombard the fort and threaten the water-approach to Baltimore, and I moved on the army and seamen (under Captain E. Crofton) attached to it, on the direct road leading to the abovementioned town.

We had advanced about five miles (without other occurrence than taking prisoners a few light horsemen) when the General and myself, being with the advanced-guard, observed a division of the enemy posted at a turning of the road, extending into a wood on our left; a sharp fire was almost immediately opened upon us from it, and as quickly returned with considerable effect by our advanced guard, which pressing steadily forward, soon obliged the enemy to run off with the utmost precipitation, leaving behind him several men killed and wounded; but it is with the most heartfelt sorrow I have to add, that in this short and desultory skirmish, my gallant and highly valued friend the Major-general, received a musket ball

through his arm into his breast, which proved fatal to him on his way to the water-side for re-embarkation.

Our country, Sir, has lost in him one of its best and bravest soldiers, and those who knew him, as I did, a friend most honoured and beloved; and I trust, Sir, I may be forgiven for considering it a sacred duty I owe to him to mention here, that whilst his wounds were binding up, and we were placing him on the bearer, which was to carry him off the field, he assured me the wounds he had received in the performance of his duty to his country caused him not a pang; but he felt alone, anxiety for a wife and family dearer to him than his life, whom, in the event of the fatal termination he foresaw, he recommended to the protection and notice of His Majesty's Government, and the country.

Colonel Brooke, on whom the command of the army now devolved, having come up, and the body of our troops having closed with the advance, the whole proceeded forward about two miles further, where we observed the enemy in force drawn up before us (apparently about six or seven thousand strong); on perceiving our army he filed off into a large and extensive wood on his right, from which he commenced a cannonade on us from his field-pieces, and drew up his men behind a thick paling, where he appeared determined to make his stand.

Our field guns answered his with evident advantage, and so soon as Col. Brooke had made the necessary dispositions the attack was ordered, and executed in the highest style possible. The enemy opened his musketry on us from his whole line, immediately we approached within reach of it, and he kept up his fire till we reached and entered the wood, when he gave way in every direction, and was chased by us a considerable distance with great slaughter, abandoning his post of the Meeting House, situated in this wood, and leaving all his wounded and two of his field guns in our possession.

An advance of this description against superior numbers of an enemy so posted, could not be effected without loss. I have the honour to enclose a return of what has been suffered by those of the naval department, acting with the army on this occasion; and it is, Sir, with the greatest pride and pleasure, I report to you that the brigade of seamen with small arms commanded by Captain Edward Crofton, assisted by Captains Sullivan, Money and Ramsey, (the three senior commanders in the fleet) who commanded divisions under him, behaved with a gallantry and steadiness which would have done honour to the oldest troops, and which attracted the admiration of the army. The seamen under Mr. Jackson, master's mate of the Tonnant, attached to the rocket brigade, commanded by the first lieutenant Lawrence of the marines, behaved also with equal skill and bravery. The marines landed from the ships under the command of Captain Robyns, the senior officer of that corps, belonging to the fleet, behaved with their usual gallantry.

Although, Sir, in making to you my report of this action, I know it is right I should confine myself to mentioning only the conduct of those belonging to the naval department, yet I may be excused for venturing further to state to you generally the high admiration with which I viewed the conduct of the whole army, and the ability and gallantry with which it was managed and headed by its brave Colonel, which ensured to it the success it met with.

The night being fast approaching, and the troops much fatigued, Colonel Brooke determined on remaining for the night on the field of battle, and on the morning of the 13th, leaving a small guard at the Meeting-house to collect and protect the wounded, we again moved forward towards Baltimore, on approaching which it was found to be defended by extremely strong works on every side, and immediately in front of us by an extensive hill, on which was an entrenched camp, and great quantities of artillery,

and the information we collected, added to what we observed, gave us to believe there were at least within their works from 15 to 20,000 men. Colonel Brooke lost no time in reconnoitering these defences, after which he made his arrangement for storming, during the ensuing night, with his gallant little army, the entrenched camp in our front, notwithstanding all the difficulties which it presented. The subsequent communications which we opened with you, however, induced him to relinquish again the idea, and therefore yesterday morning the army retired leisurely to the Meeting-house, where it halted for some hours to make the necessary arrangements respecting the wounded and the prisoners taken on the 12th, which being completed, it made a further short movement in the evening towards the place where it had disembarked, and where it arrived this morning for re-embarkation, without suffering the slightest molestation from the enemy, who, in spite of his superiority of number, did not even venture to look at us during this slow and deliberate retreat.

As you, Sir, were in person with the advanced frigates, sloops, and bomb-vessels, and as, from the road the army took, I did not see them after quitting the beach, it would be superfluous for me to make any report to you respecting them. I have now, therefore, only to assure you of my entire satisfaction and approbation of the conduct of every Officer and man employed under me, during the operations above detailed, and to express to you how particularly I consider myself indebted to Captain Edward Crofton (acting Captain of the Royal Oak), for the gallantry, ability, and zeal with which he led on the brigade of seamen in the action of the 12th, and executed all the other services with which he has been intrusted since our landing; to Captain White (acting Captain of the Albion) who attended me as my Aid-de-Camp the whole time, and rendered me every possible assistance; to Captains Sullivan, Money, and Ramsay, who commanded divisions of the brigade of seamen; to Lieutenant James Scott, of the Albion, whom I have had such frequent cause to mention to you on former occasions, and who, in the battle of the 12th, commanded a division of seamen, and behaved most gallantly, occasionally also acting as an extra Aide-de-Camp to myself. Captain Robbins, who commanded the marines of the fleet, and who was severely wounded during the engagement, I also beg to recommend to your favourable notice and consideration; as well as Lieutenant George C. Urmston, of the Albion, whom I placed in command of the smaller boats, to endeavour to keep up a communication between the army and navy, which he effected by great perseverance, and thereby rendered us most essential service. In short, Sir, every individual seemed animated with equal anxiety to distinguish himself by good conduct on this occasion, and I trust, therefore, the whole will be deemed worthy of your approbation.

Captain Nourse, of the Severn, was good enough to receive my flag for this service: he rendered me great assistance in getting the ships to the different stations within the river, and when the storming of the fortified hill was contemplated, he hastened to my assistance with a reinforcement of seamen and marines; and I should consider myself wanting in candour and justice, did I not particularly point out, Sir, to you, the high opinion I entertain of the enterprize and ability of this valuable Officer, not only for his conduct on this occasion, but on the very many others on which I have employed him, since with me in the Chesapeake.

I have the honour to be, &c.

*George Cockburn,*
Rear-admiral.

*Vice-admiral the Hon. Sir A. Cochrane, K.B.*
*Commander in Chief, &c. &c.*

DEAR SIR, *On Board H.M.S. Tonnant, Sept.* 15.

I beg leave to be allowed to state to you, how much I feel indebted to Captain Crofton, commanding the brigade of sailors from His Majesty's ships under your command, as also to Captains Sullivan, Money, and Ramsey, for their very great exertions in performing every formation made by His Majesty's troops; having seen myself those Officers expose themselves in the hottest of the enemy's fire, to keep their men in line of march with the disciplined troops. The obedient and steady conduct of the sailors, believe me, Sir, excited the admiration of every individual of the army, as well as my greatest gratitude.

Believe me to be, dear Sir,

*A. Brooke,*

Colonel-commanding.

*Vice-admiral the Hon. Sir A. Cochrane, K.B.*
*Commander in Chief, &c. &c.*

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*A Return of Killed and Wounded belonging to the Navy, disembarked with the Army under Major-General Ross, Sept.* 12, 1814.

*Tonnant*—1 petty officer, 5 seamen, 3 marines, wounded.
*Albion*—3 seamen killed; 1 petty officer, 8 seamen, 6 marines, wounded.
*Ramilies*—2 marines killed: 4 petty officers, 6 seamen, 4 marines, wounded.
*Diadem*—1 officer, 2 seamen, woun
*Melpomene*—1 petty officer killed.
*Trave*—1 seaman wounded.
*Madagascar*—1 marine killed; 1 marine wounded.
*Royal Oak*—1 marine wounded.
Total killed—1 petty officer, 3 seamen, 3 marines.
Total wounded—1 officer, 6 petty officers, 22 seamen, 15 marines.

*Name of Petty Officer Killed.*

*Melpomene*—Mr. William (or Arthur) Edmondson, clerk.

*Names of Officers Wounded.*

*Tonnant*—Captain Robbins, royal marines, severely.
*Diadem*—Lieutenant Sampson Marshall, severely.

*Names of Petty Officers Wounded.*

*Tonnant*—Mr. Charles Ogle, midshipman, severely.
*Albion*—John Billet, quarter-master, severely.
*Ramilies*—Robert Walton (or Wotton), boatswain's mate, severely; Henry Bakewell, yeoman of the powder-room, badly; John Prickett, ship's corporal, slightly.

*G. Cockburn,*

Rear-admiral.

SIR, *Tonnant, in the Chesapeake, Sept.* 22, 1814.

I transmit to you herewith, returns of the names and qualities of Officers, seamen, and marines, killed, wounded, or missing, in the demonstration on Baltimore, between the 12th and 14th instant.

I have the honour to be, &c.

*Alex. Cochrane,*

Vice-admiral, Commander in chief.

*John Wilson Croker, Esq.*

*Return of Killed, Wounded, and Missing, of the Naval Brigade, commanded by Captain Edward Crofton, of H.M.S. Royal Oak, and serving with the Army on Shore, under Major-General Ross, on the 12th of Sept.* 1814.

TONNANT—*Killed*—George Cochrane, supernumerary, belonging to the Endymion.

*Wounded*—Charles Ogle, midshipman, severely; Matthew Hampsted, ordinary seaman, severely; Daniel Ross, ordinary seaman, severely; William Johnson, ordinary seaman, slightly; James Macquire, ordinary seaman, severely; John Wilson, ordinary seaman, slightly; John Redmonds, ordinary seaman, slightly.

ROYAL OAK—*Killed*—James Bishop, able seaman.

ALBION—*Killed*—Charles Callaway, ordinary seaman; John Norman, ditto; William Cordroy, landman.

*Wounded*—John Billch, quarter-master, severely; Patrick Smith, ordinary seaman, ditto; James Howe, quarter-gunner, ditto; David Connell, ordinary seaman, ditto; William Powell, landman, ditto; Nicholas Scrieth, ordinary seaman, ditto; William Burgen, able seaman, ditto; Simon Shipherd, landman, slightly; James Finney, ditto, ditto.

RAMILIES—*Wounded*—Robert Wotton, yeoman of the sheets, severely; Isaac Simcox, ordinary seaman, ditto; Thomas Hays, able seaman, badly; Henry Bakewell, yeoman of the powder-room, ditto; Edward Merryman, landman, slightly; Thomas Hewson, ordinary seaman, badly; Anthony Sigethie, landman, ditto; John M'Allister, captain of foretop, ditto; John Hannah, trumpeter, slightly; John Pricket, ship's corporal, ditto; James Borthwick, ordinary seaman, ditto; Henry Dent, ditto, ditto.

DIADEM—*Wounded*—Samuel Marshal, lieutenant, severely; James Conner, ordinary seaman, badly; John Moore, able seaman, slightly.

*Missing*—William Graham, able seaman.

MELPOMENE—*Killed*—Arthur Edmondson, clerk.

TRAVE—*Wounded*—John Difne, able seaman, slightly.

*Total Killed, Wounded, and Missing, of the Naval Brigade serving on Shore.*

6 killed; 32 wounded; 1 missing.

*A Return of Killed and Wounded of the Marine Brigade, commanded by Captain Robbins, Royal Marines, of H.M.S. Tonnant, and serving with the Army under Major-General Ross, 12th Sept.*

TONNANT—*Wounded*—John Robbins, captain, severely; James Darbyshire, and Thomas Cooper, privates, severely.

ROYAL OAK—*Wounded*—Daniel Thomas, private, badly.

ALBION — *Wounded* — Robert Parsons, Andrew Dunn, and Thomas oodward, privates, severely: John Compton, John Pratt, and George aser, privates, slightly.

RAMILIES—Thomas Daw, private, died from fatigue.

*Wounded*—John Brice, private, badly; William Mellows, private, severely; John Vaughan, corporal, severely; Bryan Hughes, corporal, severely; John Linigar, corporal, slightly.

*Total*—1 killed; 16 wounded.

SIR, *H.M.S. Tonnant, Chesapeake, 12th Sept.* 1814.

In my despatch of the 2d inst. recounting the success of our expedition against Washington, I acquainted you, for the information of my Lords Commissioners of the Admiralty, that the winds had been unfavourable for the return of the ships which were detached up the Potomac, under Captain J. A. Gordon, of the Seahorse, to co-operate against the capital; but that I had heard of their having accomplished the destruction of Fort Washington. I have now the honour not only to confirm this report, but to transmit for their Lordships' information, a copy of Capt. Gordon's detail of his proceedings, in which his farther success has exceeded my most sanguine expectations; having forced the populous city of Alexandria to capitulate, and having brought down the river in triumph, through a series of obstacles and determined opposition, a fleet of 21 enemy's vessels. The difficulties which presented themselves to these ships in ascending the river, impeded by shoals and contrary winds, and the increased obstacles which the enemy had prepared against their return, with a confident hope of obstructing their descent, were only to be overcome by the most indefatigable exertions.

I trust, therefore, that the resolution and gallantry displayed by every one employed upon this service, which deserve my warmest applause, will be further honoured by the approbation of their Lordships.

I have the honour to be, &c.

*Alex. Cochrane,*

Vice-admiral, Commander in chief.

*John Wilson Croker, Esq.*

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SIR, *Seahorse, Chesapeake, Sept. 9.*

In obedience to your orders, I proceeded into the river Potomac, with the ships named in the margin,* on the 17th of last month; but, from being without pilots to assist us through that difficult part of the river called the Kettle-Bottoms, and from contrary winds, we were unable to reach Fort Washington, until the evening of the 27th. Nor was this effected but by the severest labour. I believe each of the ships was not less than twenty different times a-ground, and each time we were obliged to haul off by main strength; and we were employed warping for five whole successive days, with the exception of a few hours, a distance of more than fifty miles.

The bomb-ships were placed on the evening of the 27th, and immediately began the bombardment of the fort, it being my intention to attack it with the frigates at day-light the following morning. On the bursting of the first shell, the garrison were observed to retreat; but supposing some concealed design, I directed the fire to be continued. At eight o'clock, however, my doubts were removed by the explosion of the powder magazine, which destroyed the inner-buildings, and at day-light on the 28th we took possession. Besides the principal fort, which contained two 32-pounders, two 32 pounders, and eight 24-pounders, there was a battery on the beach of five 18-pounders, a martello tower, with two 12-pounders, and loop-holes for musquetry, and a battery in the rear of two 12 and six 6-pound field-pieces. The whole of these guns were already spiked by the enemy, and their complete destruction, with their carriages also, was effected by the seamen and marines sent on that service in less

* Seahorse, Euryalus, Devastation, Ætna, Meteor, Erebus, Anna-Maria despatch-boat.

than two hours. The populous city of Alexandria thus lost its only defence; and, having buoyed the channel, I deemed it better to postpone giving any answer to a proposal made to me for its capitulation until the following morning, when I was enabled to place the shipping in such a position, as would insure assent to the terms I had decided to enforce.

To this measure I attribute their ready acquiescence, as it removed that doubt of my determination to proceed, which had been raised in the minds of the inhabitants of our army having retired from Washington: this part of our proceedings will be farther explained by the accompanying documents.

The Hon. Lieut. Gordon, of this ship, was sent on the evening of the 28th to prevent the escape of any of the vessels comprised in the capitulation, and the whole of those which were sea-worthy, amounting to seventy-one in number, were fitted and loaded by the 31st.

Capt. Baker, of the Fairy, bringing your orders of the 27th, having fought his way up the river past a battery of five guns, and a large military force, confirmed the rumours, which had already reached me, of strong measures having been taken to oppose our return; and I therefore quitted Alexandria without waiting to destroy those remaining stores which we had not the means of bringing away.

Contrary winds again occasioned us the laborious task of warping the ships down the river, in which a day's delay took place, owing to the Devastation grounding. The enemy took advantage of this circumstance to attempt her destruction by three fire-vessels, attended by five row-boats; but their object was defeated by the promptitude and gallantry of Captain Alexander, who pushed off with his own boats, and being followed by those of the other ships, chased the boats of the enemy up to the town of Alexandria. The cool and steady conduct of Mr. John Moore, midshipman of the Seahorse, in towing the nearest fire-vessel on shore, whilst the others were removed from the power of doing mischief by the smaller boats of the Devastation, entitles him to my highest commendation.

The Meteor and the Fairy, assisted by the Anna-Maria despatch-boat, a prize gun boat, and a boat belonging to the Euryalus, with a howitzer, had greatly impeded the progress of the enemy in their works, notwithstanding which they were enabled to increase their battery to eleven guns, with a furnace for heating shot. On the 3d, the wind coming to the N. W. the Etna and Erebus succeeded in getting down to their assistance, and the whole of us, with the prizes, were assembled there on the 4th, except the Devastation, which, in spite of our utmost exertion in warping her, still remained five miles higher up the river. This was the moment when the enemy made his greatest efforts to effect our destruction.

The Erebus being judiciously placed by Captain Bartholomew in an admirable position for harassing the workmen employed in the trenches, was attacked by three field-pieces, which did her considerable damage before they were beaten off. And, another attempt being made to destroy the Devastation with fire-vessels, I sent the boats, under Captain Baker, to her assistance; nothing could exceed the alacrity with which Captain Baker went on this service, to which I attribute the immediate retreat of the boats and fire-vessels. His loss, however, was considerable, owing to their having sought refuge under some guns in a narrow creek thickly wooded, from which it was impossible for him to dislodge them.

On the 5th at noon, the wind coming fair, and all my arrangements being made, the Seahorse and Euryalus anchored within short musket-shot of the batteries, while the whole of the prizes passed betwixt us and the shoal; the bombs, the Fairy and Erebus, firing as they passed, and afterwards anchoring in a favourable position for facilitating by means of their force, the further removal of the frigates. At 3 p. m. having completely

silenced the enemy's fire, the Seahorse and Euryalus cut their cables, and the whole of us proceeded to the next position taken up by the troops, where they had two batteries, mounting from 14 to 18 guns, on a range of cliffs of about a mile extent, under which we were of necessity obliged to pass very close. I did not intend to make the attack that evening, but the Erebus grounding within range, we were necessarily called into action. On this occasion the fire of the Fairy had the most decisive effect, as well as that of the Erebus, while the bombs threw their shells with excellent precision, and the guns of the batteries were thereby completely silenced by about eight o'clock.

At day light on the 6th, I made signal to weigh, and so satisfied were the whole of the parties opposed to us of their opposition being ineffectual, that they allowed us to pass without further molestation. I cannot close this detail of operations, comprising a period of twenty-three days, without begging leave to call your attention to the singular exertion of those, whom I had the honour to command, by which our success was effected. Our hammocks were down only two nights during the whole time; the many laborious duties which we had to perform were executed with a cheerfulness which I shall ever remember with pride, and which will ensure, I hope, to the whole of the detachments, your favourable estimation of their extraordinary zeal and abilities.

To Captain Napier I owe more obligations than I have words to express. The Euryalus lost her bowsprit, the head of her fore-mast, and the heads of all her top-masts, in a tornado which she encountered on the 25th, just as her sails were clued up, whilst we were passing the Flats of Maryland Point; and yet after twelve hours work on her refittal, she was again under weigh, and advancing up the river. Captain Napier speaks highly of the conduct of Lieutenant T. Herbert on this, as well as on every other of the many trying occasions which have called his abilities into action. His exertions were also particularly conspicuous in the prizes, many of which, already sunk by the enemy, were weighed, masted, hove down, caulked, rigged, and loaded, by our little squadron, during the three days we remained at Alexandria.

It is difficult to distinguish amongst officers who had a greater share of duty than often falls to the lot of any, and which each performed with the greatest credit to his professional character. I cannot omit to recommend to your notice the meritorious conduct of Captains Alexander, Bartholomew, Baker, and Kenah, the latter of whom led us through many of the difficulties of the navigation; and particularly to Captain Roberts, of the Meteor, who besides undergoing the fatigues of the day, employed the night in coming the distance of ten miles to communicate and consult with me upon our farther operations, preparatory to our passing the batteries.

So universally good was the conduct of all the officers, seamen, and marines of the detachment, that I cannot particularize with justice to the rest. But I owe it to the long-tried experience I have had of Mr. Henry King, First Lieutenant of the Seahorse, to point out to you, that such was his eagerness to take the part to which his abilities would have directed him on this occasion, that he even came out of his sick bed, to command at his quarters, whilst the ship was passing the batteries;* nor can I ever forget how materially the service is indebted to Mr. Alexander Louthain, the Master, for both finding and buoying the channel of a navigation, which no ship of similar draft of water had ever before passed with her guns and stores on board, and which, according to the report of a seaman now in this ship, was not accomplished by the President American frigate, even after taking her guns out, under a period of 42 days.

* The two first guns pointed by Lieut. KING, disabled each a gun of the enemy.

Inclosed is a list of killed and wounded, and also of the vessels captured.

I have the honor to be, &c.

*James A. Gordon,*

Captain.

*To Sir Alexander Cochrane, Commander in Chief, &c.*

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Resolved, that Charles Simms, Edward J. Lee, and Jonathan Swift, be a Committee, in case the British vessels pass the fort, or approach the town by land, and no sufficient force on our part to oppose them with any reasonable prospect of success, to carry a flag to the officer commanding the enemy's force about to attack the town, and procure the best terms for the safety of the houses and property of the town in their power.

The above resolution passed the Council unanimously, the 24th of August, 1814.

*Thomas Herbert,*

President.

*William Hewtor,*

Clerk.

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In the Common Council of Alexandria.

The following Order was unanimously concurred in by the Common Council of Alexandria, 28th of August, 1814:—

The forts erected for the defence of the district having been blown up by our men, and abandoned without resistance, and the town of Alexandria having been left without troops or any means of defence against the hostile force now within sight, the Common Council of Alexandria have, with reluctance, been compelled, from a regard to the safety of the inhabitants, to authorize an arrangement with the enemy, by which it has been stipulated, that, during their continuance before the town, they shall not be molested—no superior force having, on this emergency, appeared to defend or direct, the Common Council has considered itself authorized, from extreme necessity, to make the above stipulations; they consider it binding on themselves and the nation, and require a faithful observance of it from all the inhabitants of the town.

Resolved that copies of the above resolutions be transmitted to Brigadier-General Wilder, of the 10th military district, and to Generals Young and Hungerford, with the request of the Common Council, that proper measures may be used to secure a strict observance of the public faith, which the Common Council has been compelled to pledge.

*Thomas Herbert,*

President.

*John Gird,*

Clerk pro tem.

*His Majesty's ship Seahorse, off Alexandria, Aug. 29.*

GENTLEMEN,

In consequence of a deputation yesterday received from the city of Alexandria, requesting favorable terms for the safety of their city, the undermentioned are the only conditions in my power to offer.

The town of Alexandria (with the exception of public works) shall not be destroyed, unless hostilities are commenced on the part of the Americans, nor shall their dwelling-houses be entered or the inhabitants molested in any manner whatever, if the following Articles are strictly complied with:—

Art. 1. All naval and ordnance stores (public or private) must be immediately given up.

Art. 2. Possession will be immediately taken of all shipping, and their furniture must be sent on board by the owners without delay.

Art. 3. The vessels that have been sunk must be delivered up in the state they were in on the 19th of August, the day the squadron passed the Kettle Bottoms.

Art. 4. Merchandize of every description must be instantly delivered up; and to prevent any irregularities that might be committed in its embarkation, the merchants have it in their option to load the vessels generally employed for that purpose, when they will be towed off by us.

Art. 5. All merchandize that has been removed from Alexandria since the 19th inst. is to be included in the above articles.

Art. 6. Refreshments of every description to be supplied the ships, and paid for at the market price, by bills on the British Government.

Art. 7. Officers will be appointed to see that the Articles, Nos. 2, 3, 4, and 5, are strictly complied with, and any deviation or non-compliance on the part of the inhabitants of Alexandria, will render this treaty null and void.

I have the honour to be, &c.

*James A. Gordon.*

Captain of his Majesty's ship Seahorse, and Senior Officer of his Majesty's ships before Alexandria.

To the Common Council of the town of Alexandria.

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At a meeting of the Common Council of Alexandria, on the 29th day of August, 1814.

The terms proposed to the Common Council by the Commander of the squadron of British ships now off Alexandria are acceded to.

*Thomas Herbert,*

President.

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*List of the Killed and Wounded on board H.M.S's. employed in the Potomac River, between the 1st and 5th of September,* 1814.

SEAHORSE.—*Wounded.*—James Sibborn, ordinary seaman, severely; John Ridding, serjeant of marines, slightly; Giles Hill, private marine, ditto.

EURYALUS.—*Killed.*—John Hogan, able seaman; Edward Dobson, ordinary seaman; William Fair, able seaman.

*Wounded.*—Charles Napier, Esq. captain, slightly; John Allen, able seaman ditto; James Burgoyne, ordinary seaman, severely; Lawrence Murry, able seaman, slightly; John Jones (3), ordinary seaman, ditto; James Kelly, ditto, ditto; William Scott, ditto, severely; Pat. Powis, quarter-master, dangerously; John Bourman, private marine, ditto; Joseph Aldred, ditto, ditto.

FAIRY.—*Killed.*—Charles Dickinson, second lieutenant.

*Wounded.*—Richard Smith, boatswain, badly; Nich. Clemandies, seaman, severely; William Esden, corporal, badly; T. Heart, seaman, badly; James Farrell, seaman, severely; T. Robinson, seaman, badly.

EREBUS.—*Killed.*—Michael Hubbert, seaman.

*Wounded.*—James Acklow, seaman, badly; John Pierce, seaman, ditto; D. Bartholomew, Esq. captain, slightly; John Wright, seaman (since dead); J. Mingay, negro (since dead); Richard Poine, lieutenant, slightly; A. Read, master's-mate, slightly; John Carroll, seaman, severely (doing well); Thomas Baites, boy, severely (doing well); William Elliot, boatswain, severely (doing well); John Duffy, seaman, severely; William Payne, seaman ditto; John Sullivan, seaman, ditto; Patrick Bryan, seaman, slightly; Wilson Parkinson, seaman, slightly; Robert Ladd, private marine, slightly;

METEOR.—*Wounded.*—Henry Hinckman, seaman, severely; William Roberts, seaman, severely.

Total—7 killed: 35 wounded.

*James A. Gordon,*
Captain.

*An Account of Vessels captured by the Squadron under the Command of James A. Gordon, Captain of H.M.S. Seahorse, at the City of Alexandria and Fort Washington, on the River Potomac, at Five o'Clock in the Morning of the 29th of August,* 1814.

A gun-boat, of two guns; schooner Elizabeth; brig Gilpin; sloop Harmony; schooner Wicomoco; ship William and John; ship Baltic Trader; ship Monsoon; brig Eldermon; schooner Dispatch; schooner Little Eliza; a small vessel from Baltimore; a small vessel from Washington; hermaphrodite brig, name unknown; Fair Play schooner; schooner, name unknown; Little Lady, sloop; William Eaton, schooner; Thames, sloop; Rebecca, schooner; Lloyd, brig; and Ætna.

*J. A. Gordon.*

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## LETTER ON SERVICE.

[*Not published in the London Gazette.*]

SIR, *Bacchante, off Otranto, 6th January,* 1813.

I HAVE to inform you, that, at day-break this morning, in company with H.M.S. Weazle, Cape Otranto bearing N.W. about five leagues, I discovered a division of the enemy's flotilla close to us, steering for the coast of Italy; it was nearly a calm. The enemy, on seeing us, sepa-

rated; and I detached the boats of this ship, under Lieutenant O'Brien, first lieutenant, to attack one division, and directed the Weazle's boats, with one from the Bacchante, to pursue the other division, who were endeavouring to gain Fano. The Weazle was directed to support her boats, whilst I continued, with what little wind there was, the chase of those my own boats were after; and I have much satisfaction in stating the capture of the whole without the loss of a man. The enemy waited in line to receive the attack; but the judicious disposition of the commanding lieutenant, and his prompt measures for boarding them, occasioned their surrender after a good deal of firing, and a very spirited resistance from the sternmost gun-boat. It is my duty to state the conduct of my first lieutenant, O'Brien, whose judgment and bravery are highly conspicuous; and it is only a continuation of a variety of boat service which that officer has been engaged in, and which has been invariably crowned with success.

I beg leave to recommend him to the notice of the commander-in-chief as a brave, deserving officer.

The officers and men displayed the same eager desire to distinguish themselves which I have had occasion to mention more than once, and are deserving of praise for their exemplary conduct; and Captain Black assures me, that the conduct of the officers and men employed in the Weazle's boats was equally meritorious.

The Weazle joined me in the evening with the two gun-boats she had been sent in pursuit of; and a circumstance occurred in the capture of them, which will, I trust, recommend the midshipmen to the notice of the commander-in-chief. Notwithstanding the exertions of the Weazle, the boats were enabled to close with the enemy before her, and the then leading boat, commanded by Mr. Webb, midshipman of the Bacchante, got up with the sternmost, who received him very warmly: he, however, boarded and carried her. She mounted one 14-pounder in the bow, one 6-pounder in the stern, and had forty men actually on board. He left her to be taken possession of by the boats that were coming up, and pushed on after the headmost, which, notwithstanding the resistance, he boarded and carried in the same gallant manner. This one had a 9-pounder in the bow, a 6-pounder in the stern, and 32 men actually on board. Mr. Webb's boat mounted a 3-pounder in the bow, and 18 men only with him. He has passed his examination as lieutenant, and has been two years acting lieutenant, and is a very promising meritorious young man.

The enemy (as per enclosed list) had quitted Corfu the evening before, and were bound to Otranto to convey money for the payment of the troops on that island. They are very fine vessels, and sail remarkably fast. Their guns are fitted so as to turn on a pivot, and may be fired in any direction without altering the course, which enabled them to keep up a very smart fire, as our boats approached. As it is the only force of this description the enemy have at Corfu, the capture of them will be of

considerable annoyance to the island. The enemy had two men severely wounded. I am happy to say we had no accident whatever.

I am, &c. &c.

*W. Hoste.*

*List of the Officers of H.M. Ships Bacchante and Weazle, employed in the Capture of the Enemy's Flotilla, on the 6th January, 1813.*

*Bacchante.*—Lieutenant O'Brien, Lieutenant Hood, Lieutenant Gostling; Mr. Powell and Mr. Webb, midshipmen; Mr. Rous, Mr. Waldegrave, Mr. M'Kean, Mr. Few, Mr. Hoste, and Mr. Pocock.

*Weazle.*—Lieutenant Whaley; Mr. Stewart, midshipman.

*List of the Enemy's Flotilla captured off Otranto, on the 6th of January, 1813, by the Boats of H.M. Ships Bacchante and Weazle.*

La Diligente, 2 guns (one 14 and one 6-pounder), 36 men, Ant. Ballot, aspirant, commander.

L'Arrogante, 2 guns (one 14 and one 6-pounder), 40 men, Baffer, aspirant, commander.

L'Indomptable, 2 guns (one 14 and one 6-pounder), 36 men, Fran. Effreu, enseigne de vaisseau, commander.

La Calypso, 1 12-pounder, 30 men, Joseph Luce, enseigne de vaisseau, commander.

La Salamine, 2 guns (one 9 and one 6-pounder), 31 men, Berringuer enseigne de vaisseau, commander.

## Promotions and Appointments.

WHITEHALL, FEB. 16, 1815.

His Royal Highness the Prince Regent hath been pleased, in the name and on the behalf of his Majesty, to give and to grant unto James Rose, Esq. captain in the royal navy, and commander of H.M.'s sloop Hearty, his Majesty's royal licence and permission, that he may accept and wear the insignia of a Knight of the Royal Swedish Military Order of the Sword, with which his Majesty the King of Sweden has been pleased to honour him, in testimony of the high sense which that Sovereign entertains of the services rendered by the said Captain Rose to the common cause, during the siege and reduction of the fortress of Gluckstadt.

Rear-admiral Foote has struck his flag as second in command at Portsmouth.

Captains, &c. appointed.

W. M'Culloch, to the Barossa; T. Winyates, to the Bann; Robert Bloye, to the Tay; James M'Dowell, to the Ornen; David Boyd, to the Alban; James Nash, to the Impregnable; Abraham Lowe, to the Larne; Buckland Sterling Bluett, to the Leven; H. Stewart, to the Shark; W. Woolridge, to the Desirée; William Bowles, to the Eurotas, *vice* Phillimore; Lieutenant J. Morgan, of the Endymion, and Lieutenant Theobald Jones, to the rank of commander.

### Lieutenants appointed.

Mr. Henry Ansell is promoted to the rank of lieutenant; Charles D. Aplin, to the Ariel; E. Boxer, to the Malta; Allan Bertram is promoted to the rank of lieutenant; Godfrey Brereton, to be a lieutenant; George Beckwith, to the Plover, Howe Braithwaite, to the Talbot; A. Crawford, to the Malta; John Coleman, to the Cordelia; Edward Chapple, to the Leven; George Dunsford, to the Malta; Henry William Dobbe, to be a lieutenant; Digby Dent, to the Impregnable; Hon. Henry Finch, to the Malta; William Gray, to the Bann; Robert Holman, to the Impregnable; Benjamin Hooper, to the Penelope; Jenkin Jones and John Lapp, to the Hyperion; J. A. Murray, to the Amelia; John Murray (3), to the Cherokee; J. A. Morrell and Montagu Montague, to the Impregnable; W. K. Nicholas, to the Pilot; C. C. Parker, to the Malta; William Phipps, to the Spey; J. E. C. Pillfold, to be a lieutenant; H. A. Perkins, to the Pompée; G. A. Quin, to the Malta; E. Roberts (3), to the Namur; Charles Robinson, to the Puissant; R. Sutton, to the Malta; Thomas Stokoe, to the Superb; J. Wynter Smith, to the Banterer; Benjamin Stow, to be a lieutenant; William Smith (4), to the Philomel; C. H. Townley, to the Ornen; L. C. Thornborough, to the Phœbe; Thomas Taplin, to the York; William Wood (2), to the Actæon; Peter White, to the Plover; A. Young, to the Namur.

### Masters appointed.

William Cant, to the Plover; John Allen, to the Perseus; E. Bransfield, to the Phœbe; John Martyr, to the Hyperion; William Honnor, to the Penelope; G. F. Morice, to the Sabine; D. Goalen, to the Towey; R. Lynch, to the Goldfinch; R. Cubison, to the Cadmus; William Steed, to the Sprightly; T. Gibbs, to the Orontes; John Cowan, to the Pioneer; Thomas Watkins, to the Granicus; John Bennett, to the Breakwater at Plymouth, *vice* Breiff.

### List of Midshipmen passed for Lieutenants.

*Sheerness.*—None.

*Portsmouth.*—J. Rodgers, W. Chesson, A. Young, C. Austin, J. Arguimbaw, E. Plaggenburg, J. Barnard, G. S. Wells, G. Ogbourn, O. Davies.

*Plymouth.*—D. N. Hoare, W. Forbes, H. Head, G. Goldfinch, C. Lockhatt, W. O'Connor.

### Pursers appointed.

James Chimmo, to the Tuscan; F. Burrowes, to the Towey; Peter Thovez, to the Curaçoa; George Nicholls, to the Leven; W. Goodwyn, to the William and Mary yacht, attending on the Lord Lieutenant of Ireland; Thomas Allan, to the Goldfinch.

Richard Spear, Esq. to be secretary to Admiral Douglas.

### Surgeons appointed.

J. R. Gaunt, to the Bellerophon; Thomas Johnstone, to the Pompée; P. C. Parlebien, to the Sabine; Samuel Allen, to the Ganges prison ship; William Simson, to the Pilot; J. A. Mercer, to the Woodlark; Gilbert King, to the Stork; John Rodwell, to the Desirée; Edward Tudor, to the Namur; William Price (2), to the Leda; William M'Cord, to the Pioneer.

Assistant-surgeons appointed.

William Maguire, to the Sapphire; E. A. Smith, to proceed as a supernumerary to Jamaica; Francis Cole, to the Puissant; W. J. Hunter, to the Cephalus; J. H. Dabriel, to the Liffy; W. Lane, to the Hearty; Allan Waters, to the Badger; George Webster (2), to the Pompée; W. G. Borland, to the Spey; Samuel Cummins, to the Berwick; John Drew, to the Sabine; Archibald Hume, to the Arachne; Robert Marshall, to the Castilian; David Elder, to the Orontes; Hugh Ferguson, to the Myrtle; James Lindsay, to the Pheasant; David Jamison, to the Pilot; William Dryden, to Portsmouth Yard, *vice* B. Corowd.

## MARRIAGES.

Lately, Captain William Bennett, R.N. to Miss Aldred, of Monmouth.

Lately, at Gibraltar, A. F. Williams, Esq. surgeon of H.M.S. San Juan, to Miss S. Bennamore, second daughter of G. Bennamore, Esq. merchant, of Gibraltar.

On the 1st of January, at Stoke Church, Lieutenant Hills, R.N. to Miss Jane Carter, daughter of Mr. M. Carter, of Forton Mill.

On the 7th of January, Robert William Lowry, Esq. of Pomeroy House, county of Tyrone, Ireland, to Anna, eldest daughter of the late Admiral Graves.

On the 4th of February, Captain F. E. Seymour, R.N. to Elizabeth, daughter of the late Charles Cooke, Esq. of Bath.

On the 6th of February, Captain Davie, R.N. to Miss J. Tappen, of Norfolk-street, London.

On the 7th of February, at Milford, near Southampton, Captain Edmund Heywood, R.N. to Anna-Maria, only daughter of the Rev. Thomas Rivett, of Milford.

On the 15th of February, J. C. Hyde, Esq. to Maria, eldest daughter of the late Captain John Maude, R.N.

## DEATHS.

Lately, at Newcastle, Rear-admiral Charlton.

Lately, in the West Indies, Mr. Billinghurst, surgeon of H.M.S. Venerable.

Lately, at Plymouth, Mr. Keast, purser R.N.

Lately, in Trafalgar-place, Stoke, Mrs. Ann Cumby, aged 46, wife of Captain W. P. Cumby, of the Hyperion.

Lately, at Plymouth, suddenly, Charles Cudlipp, Esq. surgeon of H.M.S. Ganges. He was much respected by his brother officers.

On the 9th of January, at Kingston, near Portsea, Lieutenant William Stagg, R.N.

On the 26th of January, in London, Captain R. Oakley, R.N.

On the 7th of February, the infant son of William Payne, Esq. master attendant of Portsmouth Dock-yard.

On the 11th of February, at the seat of Earl Grey, in Northumberland, after a long illness, William, third son of the noble Earl, and nephew of Commissioner the Hon. Sir G. Grey, Bart. of Portsmouth Yard.

ERRATA.—In the letter of *Occasional*, inserted in our last, page 46, for "must pursue his studies at a very early age," read, "must leave his studies," &c.

In page 85, line 5, for "Captain John M'Kellan," read "Mackellar."

Blood. Sculp.t

Sir Cloudesley Shovel, Kn.t
Rear Admiral of England, &c.

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BIOGRAPHICAL MEMOIR

OF

# SIR CLOUDESLEY SHOVEL, KNT.

REAR-ADMIRAL OF ENGLAND, &c.

A braver chief, to distant lands
Ne'er guided his victorious bands;
Ne'er beheld a chief more brave
His ships of battle plough the wave.
His heart impell'd by conscious might,
With eager transport sought the fight.

*Death Song, by* OLAUS WORMIUS. *Trans.*

THE lapse of a century and more since the reigns of Charles the Second, James the Second, William and Ann, has so reduced the prominency of the transactions of their respective reigns, that, as matters of interest to the reader of the present day, some doubt may be reasonably entertained of their eligibility. Yet, as necessary links in the concatenation of our Naval History (which, though not historically digested, the Biography of the NAVAL CHRONICLE is intended to supply materials for), they will be found consistent with our plan, although we shall always give a preference to communications of more recent date.

The period of Sir Cloudesley Shovel's birth is not precisely ascertained, Campbell says about the year 1650; that his parents were but in middling circumstances, and that the name of Cloudesley was given him with a view to conciliate the notice of a relation, who had the ability to befriend him: it does not appear, however, that he derived from it any more than a *nominal* advantage; he was destined to be the fabricator of his own fortune, and to be enriched by means more honourable to himself.

Campbell also says that he was apprenticed to a mean trade, he thinks that of a shoe-maker, and to which he applied himself for some years; but afterwards betook himself to sea, as a cabin-boy, under the protection of Sir John Narborough. If we may be allowed to suppose that he was of the usual age of fourteen when he entered his apprenticeship, and was attached to his trade some years, he must have been most rapidly advanced in the naval service, or we must place some years back the period of his birth, for we find him, in 1675, lieutenant in the Henrietta, flag-ship of

Sir John Narborough. That he merited such promotion there is every reason to believe, as he applied himself with such diligence and success to the studies of his profession, as soon to become an accomplished seaman.

The service that first distinguished him, was in an expedition to Tripoli, the corsairs of which had very much annoyed our traders in the Mediterranean. The squadron appeared before Tripoli on the 14th January, in the year 1676. The enemy were, however, fully prepared; and Sir John Narborough, who had the command, determined to try, previously, the effect of negotiation, confining his demands on the Dey to satisfaction for the past, and security for the future, and appointed Mr. Shovel to negotiate the terms. But though he delivered his message with great spirit and propriety, his youth was despised, and he was sent back with an indefinite answer.

The answer was not the sole result of his embassy; Mr. Shovel had made some important observations, and reported them also to Sir John Narborough, who sent him with a second message, and with directions for farther inquiry and observation. Mr. Shovel only experienced fresh insolence on the part of the Dey; and on his return to the Admiral, assured him, that, notwithstanding their lines and forts, they might burn the ships in the harbour: he was of course appointed to make good his assertion; and in the night of the 4th of March, with all the boats of the squadron, filled with combustible matter, he entered the harbour.

The night was extremely dark, and Lieutenant Shovel, having first seized the guard-boat, proceeded to the destruction of the ships, *viz.* The White Eagle Crowned, of 50 guns; the Looking-Glass, of 36 guns; the Santa Clara, of 24 guns, and a French vessel, of 20: the object was completely effected, and he returned to the squadron without the loss of a single man.

The Tripolines, amazed by the boldness and success of this enterprise, immediately sued for peace; but still refusing to make good the losses sustained by the English, they brought on themselves an increased degree of punishment—the town was cannonaded—but they were still obstinate—a body of men was landed in a distant part, who burned a large magazine of timber, stored for the building of ships; they were still inflexible, and Sir John Narborough sailed to Malta; thence having suddenly returned,

he distressed them to that degree, that they were glad to submit to the terms enjoined. This peace was of short duration—some Corsairs returning into port, flushed with the profits of their piracy, deposed the Dey for making it, and resumed their depredations on the English trade. Sir John Narborough, who had not quitted the Mediterranean, having notice of these events, suddenly appeared with eight frigates before Tripoli, and began to batter the place with a violence so evident of intended destruction, that the inhabitants were again compelled to peace, and to deliver up to condign punishment the men who had caused the violation of it.

The official reports of Sir John Narborough relative to the proceedings of the squadron, had contained such an honourable representation of Lieutenant Shovel's zeal and exertions, that he was the next year appointed to command the Sapphire, a fifth rate, and soon after removed into the James, a fourth rate, in which he remained till the death of King Charles II. who had always looked upon him with kindness.

On the accession of James, though there was but little friendship between them, he continued to be employed, and was removed to the command of the Dover, of equal rate. He was thus employed when the revolution was effected in favour of William, who in Captain Shovel had a zealous partizan, and he rewarded his zeal by a rapid and distinguished promotion.

On the 12th of December, 1688, King James II. abdicated the throne, and withdrew to France. On the 7th of March in the following year, having obtained the assistance of Louis XIV. he embarked at Brest to oppose William in Ireland; but was detained by contrary winds till the 17th, when he set sail, escorted by a fleet of twenty-four ships of the line, and on the 22d landed at Kinsale.

On the 22d of February, in consequence of James's proceedings, thirty ships of war were put in commission, under the command of Admiral Herbert, to intercept him in his passage; but, as is too commonly the case, the disputes in council, and other impediments, retarded the final preparation of the armament till the beginning of April, and then it was so incomplete, that the Admiral was obliged to sail with but a part of his force, consisting of twelve ships of war, one fire-ship, two yachts, and two smacks: of this fleet Captain Shovel commanded the Edgar, a

third rate. The admiral first sailed for Corke, where he was informed that King James had landed at Kinsale about two months before. His thoughts were then directed to the best means of cutting off the convoy that had sailed with him from France, and he sailed for Brest, off which port he cruised for some time; but hearing nothing from the advice-boats, of the French men of war, he again steered his course for the Irish coast, having increased his force to nineteen sail, and appeared off Kinsale the latter end of April.

On the 29th of that month he perceived a fleet of forty-four sail, which he supposed going into Kinsale, and endeavoured to prevent it. The next day he was informed that the enemy were gone into Baltimore, but arriving there, he found his information false. He then stood for Cape Clear, and in the evening discovered them standing into Bantry Bay.

Admiral Herbert was prepared to attack them next morning. The French had in the mean time shipped on board six fire-ships a considerable sum of money from on board the men of war, which, with four merchant ships laden with arms, bridles, saddles, powder and ball, for the use of King James's army, they sent away, with orders to land their supplies at a distant part of the bay, while they engaged the English fleet.

At ten in the morning of the 1st of May, the French fleet, of twenty-four sail of the line, bore down upon the English, in three divisions: the foremost consisted of eight ships, under the command of M. Gaberet; the second, of the like force, commanded by Admiral Chateau Renault; the third consisted of the remaining eight ships, commanded by M. Forant. For the first two hours the action was maintained with equal valour on both sides, but the English fleet was considerably damaged by the superior fire of the enemy. The endeavours of the English Admiral were strenuously exerted to obtain the weather-gage, but the French Admiral, Chateau Renault, with equal skill and perseverance, kept his wind. Admiral Herbert perceiving it useless to contend against a force so superior, stood off to sea, maintaining a running fight till five in the afternoon, when the French Admiral tacked about, and returned into the bay.*

* *Vide* N. C. Vol. XVI. p. 445, *et seq.*

In the expectation of a reinforcement, Admiral Herbert retired to the isles of Scilly. His expectations were disappointed, and he returned to Portsmouth—himself greatly chagrined, and such a general spirit of dissatisfaction pervading the fleet, that King William, in order to appease their discontent, made an excursion to Portsmouth, where he dined with the Admiral on board the Elizabeth, declared his intention of creating him an Earl, conferred the honour of Knighthood on the Captains Ashby and Shovel, and bestowed a donation of ten shillings on every private sailor. The loss on the part of the English in this action was one captain (Ailmer), one lieutenant, and ninety-four men, the wounded were about three hundred. The King made a provision for Mrs. Ailmer, and the other widows of those who had been killed in the action.

King William having resolved to prosecute the war in person, on the 11th of June he embarked his forces on board two hundred and eighty transports, escorted by a squadron of six men of war, the command of which was given to Sir Cloudesley Shovel, and so satisfied was the King with his diligence and dexterity, that he not only appointed him rear-admiral of the blue, but with his own hands delivered him his commission.

Information having been received, that the enemy intended to send upwards of twenty small frigates into St. George's Channel, for the purpose of burning the transport ships, Sir Cloudesley was ordered to cruise off Scilly, or such other station as might appear to him most eligible for preventing the enemy's design, and to despatch frigates to the eastward and westward, to watch for the appearance of the body of the French fleet, that he might secure his own safety, and on meeting with Vice-admiral Killigrew on his return from the Straits, to apprize him of the state of things, in order to prevent his being intercepted.

In pursuance of these directions, Sir Cloudesley cruised on the appointed station, and on the 21st of July, the Dover and Experiment joined him from the coast of Ireland, with a ketch, having on board several gentlemen following King James to France, for the purpose of joining him in his intended expedition to England. From these gentlemen Sir Cloudesley learned that King James had embarked at Duncannon for Kinsale, where, having remained

about two hours, he sailed for France with two Spanish frigates, that had awaited him there some time.

This cruise of observation, though diligently performed, had not effected much; but in the attack of Waterford by General Kirke, Sir Cloudesley's zeal and diligence were more effectively beneficial. General Kirke presented himself before the strong town of Waterford with a small body of troops, and no cannon; the besieged general, Bourke, supported by a numerous garrison in Duncannon Castle, and conscious of the weakness of his enemy, magnanimously declared his resolution to defend the town and fort, while one stone remained on another. Sir Cloudesley rightly guessing the basis of this boast, sent word to General Kirke that he was ready to assist him with guns, boats, and men; the general accepted the proposal—the prudence of General Bourke took place of his valour, and before one stone was dislodged from another, the place was surrendered.

In the month of January, 1691, Sir Cloudesley was ordered to join Sir George Rooke's squadron, to escort the King to Holland. On the 13th of April the King returned to England, when having transacted some business relative to the fleet and other affairs of importance, he embarked again for Holland on the 1st of May, and on the 18th of October following, returned in the Mary yacht to England, attended by a squadron of men of war, under command of Sir Cloudesley.

He had now obtained the full confidence, both of the King and people, and previously to the King's departure for Holland, in the spring of the year 1692, his Majesty declared Sir Cloudesley rear-admiral of the red, and at the same time commander of the squadron that was to convoy him thither.

On his return, he joined the grand fleet under Admiral Russel, who had succeeded the Earl of Torrington in that command, and was cruising in the Soundings for the protection of the trade, and in search of the fleet of France, which had sailed from Brest, under the command of the Count de Tourville.

The partizans of King James had been sufficiently industrious in procuring and transmitting intelligence to him, of the strength both of his friends and enemies. They had sent him a list of the ships composing the English fleet, and urged him to obtain the

French King's order to the Count de Tourville to attack it before it should be joined by the Dutch squadron. Tourville had accordingly received orders to engage the English fleet, without waiting even for the junction of the Toulon squadron, commanded by the Marquis D'Etrées.

The activity and vigilance of William were, however, of that constant nature, and the fidelity of his friends so steady in its principle, and zealous in its co-operation, to detect and frustrate the plots and plans of his enemies, that King James was almost invariably either prevented in his designs, or ultimately baffled in the execution of them. William in this instance so urged the equipment of the Dutch squadron, that the junction was effected before Tourville could make his attack.

On the 11th of May, Admiral Russel sailed from Rye to St. Helens, Admiral Carter having been previously ordered to cruise along the French coast, with eighteen sail, to watch the motions of the enemy. At St. Helen's he was joined by the squadrons of Delaval and Carter. And there he received a letter from the Earl of Nottingham, intimating, that a report having been spread that the Queen suspected the fidelity of the sea-officers, her Majesty had ordered a declaration to be made in her name, that she reposed in them the utmost confidence, and believed the report to have been raised by the enemies of the government.

In answer to this declaration, a respectful and loyal address was drawn up by the flag-officers and captains, and was graciously received by the Queen, and published for the satisfaction of the nation. Much certainly depended on the event of the action, and a solemn and formal profession of the attachment of the fleet to the cause of William, might be desirable, as a means of fixing the less steady among his partizans.

The Dutch squadrons, commanded by Allemonde, Callemberg, and Vandergoes, having joined, Admiral Russel sailed for the coast of France on the 18th of May, with a fleet of ninety-nine ships of the line, besides frigates and fire-ships.

About three o'clock in the morning of the next day, the enemy was discovered—the signal for the line-of-battle was made, and by eight o'clock the whole was formed in good order, the Dutch in the van, the blue squadron in the rear, and the red in the centre. The French force was considerably inferior, not con-

sisting of more than sixty-three ships of the line—they were to windward, and Tourville might have avoided the engagement; but the positive orders he had received, and his ignorance, till too late, of the junction of the Dutch with the English fleet, may account for his commencing an action, otherwise of inexcusable temerity. It appears the French King had been apprised of the junction, and had despatched, by two several vessels, a countermanding order; but one of these vessels was captured by the English, and the other did not arrive till the day after the action.

At 10 o'clock, Tourville bore down upon Russel's own ship, and at eleven this memorable battle commenced. The action between the ships of the Admirals Russel and Tourville was maintained with great fury, and at short distance, till one o'clock, when the rigging and sails of the French Admiral's ship, the Royal Sun, carrying one hundred and four guns, were so damaged, that she was towed out of the line. The general engagement was continued till three, when the fleets were parted by a thick fog. On the fog clearing up, the enemy was discerned steering to the northward, in a disordered and scattered state. Admiral Russel then made the signal for a general chase, but the fog coming on still thicker, he was obliged to anchor. The chase was again renewed on the weather clearing up, and about eight in the evening the fleet got up with the enemy, and renewed the action for about half an hour, when having lost four of their ships in this day's action, they bore away for Conquet Road. In this part of the engagement Admiral Carter was killed.

About eight in the morning of the next day, they were discovered crowding away to the westward, and were chased by the combined fleets with all the sail they could carry, until Russel's fore-top-mast came by the board. The Admiral was retarded by the accident, but the fleet continued the chase till near Cape La Hogue, where they anchored. On the 22d, about seven in the morning, part of the French fleet was perceived near the Race of Alderney. Admiral Russel and the ships near him, slipped their cables and chased. The Royal Sun ran ashore near Cherbourg, having lost her masts, where she was burned by Sir Ralph Delaval, together with the Admirable, another first rate, and the Conquerant, of eighty guns. Sir George Rooke pursued eighteen other ships of the fleet into La Hogue, attacked and destroyed

them, with a great number of transports, laden with ammunition, in the midst of an incessant fire from the enemy. The rest of the French fleet were pursued by Sir John Ashby, and some Dutch ships, but they escaped through the Race of Alderney by such a dangerous passage, that the English, without the most imminent hazard, could not venture to follow them.

During the action between the two admirals in the commencement of the engagement, the brave Sir Cloudesley had, with extraordinary exertion, weathered the French admiral's own squadron, and got between it and their admiral of the blue, but after firing upon them a considerable time, the two French admirals came to an anchor with some of the ships of their division, the fog being so dense that they could not discern each other. It was about this time that Captain Hastings, in the Sandwich, driving through the enemy's ships, his anchors not being clear, was killed.*

The result of this battle occasioned infinite mortification to the French King, and the utmost degree of despondency to King James.

But though James and his ally were thus sensible of the consequences of their defeat, there were some among the writers of that day who were not equally sensible of, or satisfied with, the advantages of our victory; the destruction of the enemy's force had not, in their opinion, been followed up to its possible extent. The following letters of Sir Ralph Delaval, and Admiral Russel, to the Earl of Nottingham, may be sufficient to shew that there was no want of zeal and exertion in the officers of the fleet to perform their duty to the utmost of their power:—

SIR RALPH DELAVAL'S LETTER TO THE EARL OF NOTTINGHAM.

[*From on board the Royal Sovereign.*]

"I believe it my duty to acquaint you, that, on the 21st instant, Admiral Russel having made the signal for the fleet to cut their cables, I observed the French to be forced from the Race of Alderney, where they anchored, to the eastward; and, finding that some of them endeavoured for the bay of Cherburgh, I stood in for that place, where I found three three-decked ships of the enemy, but so close to the shore, and within some rocks, that it was not safe for me to attempt them till I had informed myself of the road, they being hauled into shoal water.

"I immediately took my boats, and sounded within gun-shot of them,

* *Vide* N. C. Vol. XVI. p. 451.

which they endeavoured to prevent by firing at us. And, that no time might be lost, I went immediately on board the St. Alban's, where, for the encouragement of the seamen, I hoisted my flag, and, having ordered the Ruby, with two fire-ships, to attend me, I stood in with them, leaving the great ships without, as drawing too much water. But, coming very near, they galled so extremely, and finding the five ships could not get in, that I judged it best to retreat without shot, and there anchored, and immediately called all the captains, when it was resolved to attack them in the morning with all the third and fourth rates, and fire-ships. But, after having drawn them into four fathoms and a half of water, I found we could not do our business, the water being shoal, Upon which I ordered three fire-ships to prepare themselves to attempt the burning of them, going myself with all the barges and tenders to take them up, if by the enemy's shot they should miscarry.

" Indeed, I may say, and I hope without vanity, the service was warm, yet, God be praised, so effectually performed, that, notwithstanding all their shot both from their ships and fort, two of our fire-ships had good success by burning two of them ; the other, by an unfortunate shot, was set on fire, being just going on board the enemy. Indeed, so brave was the attempt, that I think they can hardly be sufficiently rewarded, and doubt not but their Majesties will do them right. The third French ship being run a-shore, and observing the people on board to go a-shore by boats-full, I ordered the St. Alban's, the Reserve, and others, to fire upon her, judging it might cause them to quit her. And, after having battered her some time, I observed she made no resistance, I took all the boats armed, and went on board her.

" I found abundance of men on board, and several wounded, but no officers; and having caused all the people, as well those that were wounded, as others, to be taken out, I set her on fire, and had I not had notice by my scouts, that thirty ships were standing with me, had sent all the French on shore, who are now very troublesome to me. The ships we saw proved to be Sir John Ashby and the Dutch, coming from the westward. We are proceeding together to the eastward to La Hogue, where I am informed three or four of the enemy's ships are; and, if so, I hope God will give us good success. I expect to find the admiral to-morrow, where I hope to hear he has destroyed some of the enemy's ships, having left him in chase of them last night, standing to the eastward, and pretty near them, as I judged. My Lord, I hope you will excuse me, if I presume to pray you will use your interest with the Queen, that a reward may be given to the three captains of the fire-ships, and several of the others; for greater zeal and greater bravery I never saw. I pray your excuse for being thus tedious, and thus particular. Pray God preserve their Majesties; and that their arms may be ever crowned with success by sea and land, shall be the prayers and endeavours of, &c.

" *Cherburgh, May* 22, 1692.

" P.S. Captain Heath burnt Tourville's ship, the Royal Sun, which was the most difficult; Captain Greenway burnt the other, called the Con-

querant. The Admirable was burnt by our boats. Captain Fowlis attempted the Royal Sun, but was set on fire by the enemy's shot, yet deserves as well as the others."

ADMIRAL RUSSEL'S LETTER.

"MY LORD, *Portsmouth, June 2, 1692.*

"Since your Lordship seems to think, that an account in general of the fleet's good success, is not so satisfactory as one setting forth the particulars, I here send it with as much brevity as the matter will admit of. I must confess I was not much inclined to trouble you in this nature, not being ambitious to see my name in print on any occasion; but since it is your Lordship's command, I am the more inclined to give you the best information I am able of the action, having seen several printed relations not very sincere.

"Wednesday in the evening, being the 18th of May, standing over for Cape La Hogue, I ordered Captain Gillam, in the Chester, and the Charles Galley, to lie at such a distance to the westward of the fleet, that they might discover any signals made from me.

"Thursday the 19th, standing with a small gale S.S.W. the wind at W. and W. by S. hazy weather, Cape Barfleur bearing then S.W. and by S. from me, distant about seven leagues. Between three and four in the morning, we heard several guns to the westward, and in a short time I saw the two frigates making the signal of seeing the enemy, with their heads lying to the northward, which gave me reason to think that the enemy lay with their heads that way. Upon which, I ordered the signal to be made for the fleet's drawing into a line of battle; after which, I made the signal for the rear of the fleet to tack, that, if the enemy stood to the northward, we might the sooner come to engage. But soon after four o'clock, the sun had a little cleared the weather, and I saw the French fleet standing to the southward, forming their line on the same tack that I was upon. I then ordered the signal for the rear to tack, to be taken in, and at the same time bore away with my own ship so far to leeward, as I judged each ship in the fleet might fetch my wake or grain; then brought-to again, lying by with my fore-top-sail to the mast, to give the ships in the fleet the better opportunity of placing themselves as they had been before directed. By eight o'clock we had formed an indifferent line, stretching from the S.S.W. to the N.N.E. the Dutch in the van, the red in the centre, and the blue in the rear.

"By nine o'clock the enemy's van-guard had stretched almost as far to the southward as ours, their admiral and rear-admiral of the blue, that were in the rear, closing the line, and their vice-admiral of the same division stretching to the rear of our fleet, but never coming within gun-shot of them. About ten they bore down upon us, I still lying with my fore-top-sail to the mast. I then observed Monsieur Tourville, the French admiral, put out his signal for battle. I gave orders that mine should not be hoisted till the fleets began to engage, that he might have the fairer opportunity of coming as near me as he thought convenient; and, at the same time, I sent orders to Admiral Allemonde, that, as soon as any of his squadron

could weather the enemy's fleet, they should tack and get to the westward of them, as also to the blue to make sail and close the line, they being at some distance a-stern; but, as soon as the fleet began to engage, it fell calm, which prevented their so doing. About half an hour after eleven, Monsieur Tourville, in the Royal Sun, being within three quarters musket-shot, brought-to, lying by me at that distance about an hour and a half, plying his guns very warmly, though I must observe to you, that our men fired their guns faster. After which time I did not find his guns were fired with that vigour as before, and I could see him in great disorder, his rigging, sails, and top-sail yards being shot, and nobody endeavouring to make them serviceable, and his boats towing of him to windward, gave me reason to think he was much galled. About two the wind shifted to the N.W. and by W. and some little time after that, five fresh ships of the enemy's blue squadron came and posted themselves three a-head of Monsieur Tourville, and two a-stern of him, and fired with great fury, which continued till after three.

"About four in the evening there came so thick a fog, that we could not see a ship of the enemy's, which occasioned our leaving off firing for a long time; and then it cleared up, and we could see Monsieur Tourville towing away with his boats to the northward from us. Upon which I did the same, and ordered all my division to do the like; and, about half an hour after five, we had a small breeze of wind easterly. I then made the signal for the fleet to chase, sending notice to all the ships about me that the enemy were running. About this time I heard several broadsides to the westward; and, though I could not see the ships that fired, I concluded them to be our blue, that, by the shift of the wind, had weathered the enemy; but it proved to be the rear-admiral of the red, who had weathered Tourville's squadron, and got between them and their admiral of the blue, where they lay firing some time; and then Tourville anchored with some ships of his own division, as also the rear admiral of the red, with some of his. This was the time that Captain Hastings, in the Sandwich, was killed, he driving through those ships, by reason of his anchors not being clear. I could not see this part, because of the great smoke and fog, but have received this information from Sir Cloudesley Shovel since.

"I sent to all the ships that I could think were near me, to chase to the westward all night, telling them I designed to follow the enemy to Brest, and sometimes we could see a French ship, two or three, standing away with all the sail they could make to the westward. About eight I heard firing to the westward, which lasted about half an hour, it being some of our blue fallen in with some of the enemy in the fog. It was foggy, and very little wind all night.

"Friday the 20th, it was so thick in the morning that I could see none of the enemy's ships, and but very few of our own. About eight it began to clear up: the Dutch, who were to the southward of me, made the signal of seeing the enemy; and, as it cleared, I saw about thirty-two or thirty-four sail, distant from us between two and three leagues, the wind at E.N.E. and they bearing from us W.S.W. our fleet chasing with all the sail they could make, having taken in the signal for the line of battle, that each

ship might make the best of her way after the enemy. Between eleven and twelve the wind came to the S.W. The French plied to the westward with all the sail they could, and we after them. About four, the tide of ebb being done, the French anchored, as also we in forty-three fathom water, Cape Barfleur bearing S. and by W. About ten in the evening we weighed with the tide of ebb, the wind at S. W. and plied to the westward. About twelve my fore-top-mast came by the board, having received several shot.

" Saturday the 21st, we continued still plying after the enemy till four in the morning. The tide of ebb being done, I anchored in forty-six fathom water, Cape La Hogue bearing S. and by W. and the island of Alderney S.S.W. By my top-mast's going away, the Dutch squadron, and the admiral of the blue, with several of his squadron, had got a great way to windward of me. About seven in the morning, several of the enemy's ships being far advanced towards the race, I perceived them driving to the eastward with the tide of flood. Between eight and nine, when they were driven so far to the eastward that I could fetch them, I made the signal for the fleet to cut and follow the enemy, which they all did, except the afore-mentioned weathermost ships, which rid fast to observe the motion of the rest of the enemy's ships that continued in the race of Alderney. About eleven, I saw three great ships fair under the shore, tack and stand to the westward; but, after making two or three short boards, the biggest of them ran ashore, who presently cut his masts away; the other two, being to leeward of him, plied up to him. The reason, as I judge, of their doing this, was, that they could not weather our sternmost ships to the westward, nor get out a-head of us to the eastward.

" Observing that many of our ships hovered about those, I sent to Sir Ralph Delaval, vice-admiral of the red, who was in the rear of our fleet, to keep such a number of ships and fire-ships with him, as might be sufficient to destroy those of the enemy, and to order the others to follow me, I being then in pursuit of the rest of the enemy: an account of the performing that service I do not trouble your Lordship with, he having given it you already. About four in the afternoon, eighteen sail of the enemy's ships got to the eastward of Cape Barfleur, after which I observed they hauled in for La Hogue: the rear-admiral of the red, vice-admiral of the blue, and some other ships, were a-head of me. About ten at night I anchored in the bay of La Hogue, and lay till four the next morning, being

" Sunday the 22d; and then I weighed and stood in near the land of La Hogue; but, when we found the flood came, we anchored in a good sandy ground. At two in the afternoon we weighed again, and plied close in with La Hogue, where we saw thirteen sail of the enemy's men of war hauled close in with the shore. The rear-admiral of the red tells me, that, the night before, he saw the other five, which made up the eighteen I first chased, stand to the eastward.

" Monday the 23d, I sent in Vice-admiral Rooke, with several men of war and fire-ships, as also the boats of the fleet, to destroy those ships; but the enemy had gotten them so near the shore, that not any of our

men of war, except the small frigates, could do any service; but that night Vice-admiral Rooke, with the boats, burnt six of them.

" Tuesday the 24th, about eight in the morning, he went in again with the boats, and burnt the other seven, together with several transport ships, and some vessels with ammunition, the names of which ships I am not yet able to give your Lordship any other account of than what I formerly sent you, which are as follow :—

| *Ships.* | *Guns.* | *Commanders.* |
|---|---|---|
| Soleil Royal ..... | 104 | Count De Tourville. |
| L'Ambitieux ..... | 104 | Chevalier De La Villette, vice-admiral of the blue. |
| L'Admirable ..... | 90 | Monsieur Beaujeau. |
| La Magnifique .... | 76 | Monsieur Cottologon, rear-admiral of the blue. |
| Le St. Philip ..... | 76 | Monsieur Infreville. |
| Le Conquerant .... | 76 | Du Magnon. |
| Le Triumphant .... | 74 | Monsieur Bellemont. |
| L'Etonant ..... | 80 | Monsieur de Septime. |
| Le Terrible ..... | 80 | Monsieur Septvilla. |
| L'Aimable ..... | 68 | Monsieur de Raal. |
| Le Fier ..... | 68 | Monsieur Larsethoir. |
| Le Glorieux ..... | 60 | Le C. Chateaumoorant. |
| Le Serieux ..... | 60 | Monsieur Bernier. |
| Le Trident ..... | 56 | Monsieur Monteaud. |

" All the prisoners report a three-deck ship burnt by accident, and the following sunk, how true I do not know :—

| | | |
|---|---|---|
| Le Prince ..... | 60 | Monsieur Bagneuz. |
| Le Sanspareil ..... | 60 | Monsieur Ferille. |

" Though these be all the names that I have been able to learn, yet I am sure there are sixteen ships of consequence burnt.

" Wednesday the 25th, I sailed from La Hogue, ordering the admiral of the blue, with a squadron of English and Dutch ships under his command, to run along the enemy's coast, as far as Havre de Grace, in hopes that some of the before-mentioned five ships, that stood to the eastward, might have been got thither; but he informs me that, upon his appearing before that place, he could perceive but one or two small vessels. The number of the enemy's ships did not exceed fifty men of war, by the best information, from fifty-six to one hundred and four guns; and, though it must be confessed, that our number was superior to theirs, which probably, at first, might startle them, yet, by their coming down with that resolution, I cannot think it had any great effect upon them: and this I may affirm for a truth, not with any intention to value our own action, or to lessen the bravery of the enemy, that they were beaten by a number considerably less than theirs, the calmness and thickness of the weather giving very few of the Dutch or the Blue the opportunity of engaging, which I am sure they look upon as a great misfortune; and, had the weather proved otherwise, I do not see how it was possible for any of them to have escaped us.

"This is the exactest account that I am able to give you, which I hope will prove to your Lordship's satisfaction. Vice-admiral Rooke has given me a very good character of several men employed in the boats, and I have ordered him to give me a list of the names of such persons whose behaviour was remarkable, in order to their reward.

"I am, my Lord,

"Your Lordship's most faithful, humble servant,

*E. Russel.*"

Yet, whatever credit may be given to the honourable conduct of the officers of the fleet, in the action above related, the distinctions of Whig and Tory did certainly exist among them, and no doubt their respective principles occasionally operated in a degree more or less favourable to the cause of William, as either partizan had command. In the following year the fleet was put under the joint command of Sir Cloudesley Shovel, and Admirals Killegrew and Delaval, the two latter of which were tories—Sir Cloudesley a staunch whig. To repair the loss sustained by the defeat at La Hogue, Tourville was despatched to the Mediterranean, with a fleet of seventy-one ships of war, besides smaller vessels, to intercept our Smyrna fleet: this fleet had been left to the care of Sir George Rooke, with the Strait's squadron, to protect it. In the mean while, the Lords of the Admiralty having been apprized of Tourville's arrival in Lagos bay, the government was alarmed, and notice was immediately sent to the fleet, consisting of sixty-nine ships of the line. A council of war was held at Torbay, and it was resolved to sail for Lisbon directly, if they could be properly victualled. Despatches were, however, sent to Sir George Rooke, and on the 1st of July, in another council of war, notwithstanding the Queen's order was produced for executing the resolutions they had made, they resolved, on the contrary, to submit it to her Majesty, whether, if the French fleet should sail north about, the coasts of England might not be in danger of insult in their absence. The result was, the capture and destruction of a part of the Smyrna fleet, to the amount in value of a million sterling.

The affair was brought before Parliament, and Sir Cloudesley defended himself and his colleagues; but whether correctly or not, the Dutch had a different idea of the matter; for, in a picture,

they represented the capture of the Smyrna fleet at a distance, and Sir Cloudesley Shovel on board his own ship, with his hands tied behind him, one end of the cord being held by each of his colleagues; intimating, that he would have prevented the misfortune, if the Admirals Killegrew and Delaval had not hindered him.

In the year 1694, Sir Cloudesley commanded as vice-admiral of the red, under Lord Berkeley, admiral of the blue, in the expedition to Camaret bay; in which expedition, though not of a nature to call into action any extraordinary powers, he acquitted himself with his usual credit. He was afterwards sent with the fleet for the bombardment of Dieppe and other places on the French coast.

Lord Berkeley having quitted the fleet and returned to London, Sir Cloudesley assumed the command, and received his Majesty's orders to bombard Dunkirk. Accordingly, on the 7th of September, he set sail, and was joined in the Downs by M. Meesters, inventor of certain machines, called infernals,* intended as the chief implements of the destined bombardment. Several Dutch pilots, well acquainted with the coast, were engaged, and on the 12th the fleet, consisting of thirteen English and six Dutch frigates, two bomb-vessels, and seventeen infernals, &c. appeared before Dunkirk.

The bombardment commenced under the directions of Captain Benbow,† and M. Meesters. Two of the infernals were sent in, but they were set on fire without taking effect. And on Sir

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* Fire-ships contrived to operate when moored close to the walls of a town. At the bottom of the hold were a hundred barrels of powder; these were covered with pitch, sulphur, rosin, tow, straw, and faggots, over which lay beams bored through, to give air to the fire, and upon these lay three hundred carcasses filled with granadoes, chain-shot, iron bullets, pistols loaded, and wrapt in linen pitched, broken iron bars, and the bottoms of glass bottles. There were six holes or mouths, to let out the flames, which were so vehement, as to consume the hardest substances, and could be checked by nothing, but the pouring in of hot water. The French report, that the engineer who contrived this vessel, was blown up in her, because they found the body of a man well dressed upon the shore, and in his pocket-book a journal of the expedition, alluding to the destruction of the bridge over the Scheldt, when the Prince of Parma besieged Antwerp in the year 1585, when it was supposed these machines were first used.

† For portrait and memoir of this gentleman, *vide* N. C. Vol. XX. p. 169.

Cloudesley proceeding with a boat within the enemy's works, he found that the French had secured themselves from that kind of attack, by driving piles, and sinking vessels before and at the back of the Mole Head.*

The failure of this attempt did but increase the ardour of Sir Cloudesley, to effect whatever might be possible for the service of his country: he sailed directly for Calais,* and on his way demolished the town of Gravelines. On the 7th, he began the bombardment of Calais, and destroyed several houses; but the wind blowing hard, with a great swell, he was induced to return to the Downs.

On the 1st of August, 1695, a second attempt was made on Dunkirk with the infernals, but with similar success. Calais was again bombarded with considerable effect; and in April, 1696, Sir Cloudesley destroyed a great part of the town of Calais, and most of the shipping.

The public services of Sir Cloudesley during the remainder of the war (which was terminated by the Treaty of Ryswich, 10th September, 1797,) were chiefly those of observation and blockade, but in which he invariably gave satisfaction to his King and Country, and was promoted to the rank of admiral of the white.

On the 8th of March, 1702, King William died; and on the 4th of May, Queen Ann declared war against France. The first instance of public service performed by Sir Cloudesley under the Queen (with whom, or her Court, he was not in equal favour), was, his presiding at a court martial held on the conduct of Sir John Munden, whose character had been aspersed, as it appeared, unjustly.

The command of the grand fleet was given to Sir George Rooke, with directions to carry into effect an expedition planned previously to the death of the late King, to get possession of Cadiz for the Archduke Charles.

On the 30th of May, the admiral hoisted the union flag on board the Royal Sovereign, the Dutch fleet joined, and on the 19th of June the armament sailed from St. Helen's, consisting of thirty English and twenty Dutch ships of the line, with 13,800 troops. On the 12th of August they anchored before the harbour of Cadiz. The governor was, the next day, summoned by the

* *Vide* N.C. Vol. XX. p. 176, *et seq.*

Duke of Ormond to surrender. The governor, consistently with his loyalty, refused; and on the 15th the Duke of Ormond landed with the troops, and in a short time got possession of the forts of St. Katherine and St. Mary; but here their progress was stopped, and the troops were reimbarked to return home.

In the mean while Captain Hardy, in the Pembroke, having been sent to Lagos bay to water, received intelligence from Mr. Methuen, at Lisbon, that the galleons from the West Indies had put into Vigo, under convoy of a French squadron. Captain Hardy lost no time in communicating this intelligence to the admiral,* and Sir George Rooke called a council of war, in which it was determined to attack the enemy in the port of Vigo. On the 11th of October they reached the port, the condition of which presented many difficulties. The passage into the harbour was extremely narrow—both sides well defended by batteries—a strong boom, composed of ship's yards and top-masts, fastened together with 3-inch rope, and underneath with hawsers and cables, laid across the entrance, at each end of which was moored, with chains, a seventy-four gun ship, and within it five ships from seventy to sixty guns, with their broadsides to the sea.

The depth of water not admitting the ships of first and second rates, Sir George and the other admirals shifted their flags into smaller ones. Fifteen sail of English, and ten Dutch ships of war, with all the frigates, bomb-vessels, and fire-ships, were ordered in readiness to force the passage into the harbour, as soon as the troops landed under the Duke of Ormond and Lord Shannon should be in possession of the batteries, which was effected much sooner than the means of the enemy to prevent it gave them any reason to expect; for Lord Shannon, having, at the head of five hundred men, possessed himself of a platform of 40 pieces of cannon, the French governor, Mon. Sozel, ordered the gates to be thrown open for the purpose of forcing his way through the English troops, and the English grenadiers entered and made the whole garrison prisoners of war.

No sooner was the English flag seen flying, than the ships

* Captain Hardy, on his arrival in England, was presented to the Queen, who was pleased to confer the honour of knighthood on him, in consideration of his good service, in gaining and giving to Admiral Rooke the intelligence, which was the occasion of the great success at Vigo. *London Gazette*, No. 3858.

advanced, and Vice-admiral Hopson, in the Torbay, crowding all the sail he could, broke the boom, and the Kent and the rest of the squadron entered the harbour. The enemy fought bravely. One of their fire-ships laid the Torbay on board, and would have destroyed her, but for a quantity of snuff which she had on board, and which extinguished the flames when she came to blow up. Her fore-top-mast was shot by the board, most of the sails scorched or burnt, the fore-yard consumed to a coal, the larboard shrouds fore and aft burnt at the dead eyes, several ports blown off the hinges, her larboard side entirely scorched, and one hundred and fifteen men killed and wounded. The vice-admiral shifted his flag to the Monmouth. The result of the enterprise will appear in the following statement:—

*French Ships taken, burnt, and run ashore.*

| *Ships burnt.* | *No. of guns.* |
|---|---|
| Le Fort | 76 |
| L'Enflame | 64 |
| Le Prudent | 62 |
| Le Solide | 56 |
| La Dauphine | 46 |
| L'Entreprenant | 22 |
| La Choquante | 8 |
| | 334 |
| Le Favori, a fire-ship. | |
| Eight advice boats. | |

| *Taken by the Dutch.* | *No. of guns.* |
|---|---|
| Le Bourbon | 68 |
| Le Superbe | 70 |
| La Sirenne | 60 |
| Le Modere | 56 |
| Le Volontaire | 46 |
| Le Triton | 42 |
| | 342 |

| *Taken by the English, and brought home.* | |
|---|---|
| Le Prompt | 76 |
| Le Firme | 72 |
| L'Esperance | 70 |
| L'Assure | 66 |
| | 284 |

Total, ships, 21. guns, 960.

Of the galleons, the English took six, and the Dutch five, who likewise sunk six. They had on board when they arrived, twenty millions of pieces of eight, and merchandise estimated of equal value, the greater part of which had been landed previous to the arrival of our force. Four millions of plate were destroyed, with ten millions of merchandise; about two millions in silver, and five in goods were brought away.

The capture of these galleons had been contemplated by the cabinet some time before, and a squadron was fitted out, the command of which was assigned to Sir Cloudesley Shovel, though it

would certainly have been of insufficient force to effect its object. With this squadron, Sir Cloudesley arrived at Vigo on the 16th of October, and was left by Sir George Rooke to bring away what he could, and to burn the rest. In the course of a week, he put the French men of war into the best condition possible; brought off sixty guns from the forts and batteries, took out fifty brass guns from the French ships that had been run on shore; and on the 24th of October set fire to the ships that could not be brought away, and left Vigo to return home, having anchored in the channel between that port and Bayonne, where he sent in some prisoners, with a flag of truce, in exchange for some English.

In his passage thence to England, the weather was so boisterous, that one of the galleons struck on a rock and foundered. The Nassau took a rich prize coming from Morlaix, which also foundered, and ultimately every ship of the squadron was separated, though all in a shattered condition afterwards reached home.

The Court were so satisfied with the conduct of Sir Cloudesley, that it was determined to employ him henceforth in affairs of the greatest consequence. Whether this determination was formed in the spirit of friendship toward that gentleman or not, it is sufficiently evident, that in the first instance of their good will, they left him ample room to evince his skill and capacity.

On the temporary resignation of Sir George Rooke the following year, he was appointed to command the grand fleet up the Straits, with instructions to annoy the enemy, assist the allies, and protect the trade; and his time was limited to the end of September. His force consisted of twenty-seven ships of the line, having under him Rear-admiral Byng and Sir Stafford Fairborne; he was afterwards reinforced by Vice-admiral Leake with eight ships more; and was then to wait the junction of the Dutch with twelve ships of the line: these joined him by the middle of June, when, had the equipment of the fleet been sufficient, the time was evidently too short to execute the business assigned him. This he respectfully represented, but was ordered to obey; he had under convoy a fleet of upwards of two hundred and thirty merchantmen, and it was the middle of July before he could get clear of the land.

Sir Cloudesley arrived off the rock of Lisbon on the twenty-fourth, and held a council of war in Altea bay; he secured the Turkey fleet, and wishing to pursue his instructions to the utmost of his power, had intended to remain some time on the coast of Italy, but was informed by the Dutch admiral, that the state of his victualling required that he should think of home, and could scarcely be prevailed on by Sir Cloudesley to go to Leghorn. His instructions to succour the Cevennois, in arms against the French King, were found utterly impracticable with a fleet, and all that he could do was to send the Tartar and Pembroke upon that coast, who also found it impossible to effect any thing in their favour. Thus embarrassed by instructions, without the means of executing them, he detached Captain Swanton to Tunis and Tripoli, and sent Rear-admiral Byng to Algiers, to renew the peace with them, and on the twenty-second of September reached Altea, and proceeded, after a short stay, direct for England.

As an instance of his zeal for the interests of his country (never so apparent as in acts that may be omitted without any direct impeachment of duty), on the twenty-seventh, in the mouth of the Straits, he fell in with an Algerine man of war becalmed, and immediately took her under his protection, till the Dutch ships were passed, thereby maintaining the reputation of the English flag, and counteracting the insidious influence of the French on those piratical states, exerted to the disadvantage of his country.

Intelligence being received that a fleet of merchantmen waited for convoy at Lisbon, he sent Sir Andrew Leake with a small squadron, by which they were escorted home.

The combined fleets arrived off the Isle of Wight on the 16th of November, when the Dutch bore away to their own ports, and Sir Cloudesley steered for the Downs.

The fleet had effected little in this expedition, and the murmurs of the nation were general, but the circumstances under which Sir Cloudesley had executed his orders, divested him of all blame in the eyes of the people. Bishop Burnet gives the following account of it:—

"It was resolved to send a strong fleet into the Mediterranean: it was near the end of June before they were ready to sail; and they had orders to come out of the Straits by the end of September. Every thing was so ill laid in this expedition, as if it had been intended, that nothing should

be done by it, besides the convoying our merchant ships, which did not require the fourth part of such a force. Shovel was sent to command; when he saw his instructions, he represented to the ministry, that nothing could be expected from this voyage: he was ordered to go, and he obeyed his orders. He got to Leghorn by the beginning of September. His arrival seemed to be of great consequence, and the allies began to take courage from it; but they were soon disappointed of their hopes, when they understood that, by his orders, he could only stay a few days there. Nor was it easy to imagine what the design of so great an expedition could be, or why so much money was thrown away on such a project, which made us despised by our enemies, while it provoked our friends, who might justly think they could not depend upon such an ally, who managed so great a force with so poor a conduct, as neither to hurt their enemies, nor protect their friends by it."

In the month of October, of the same year, Sir George Rooke had been sent to Holland to escort Charles, Duke of Austria, to Lisbon, who had been declared by his father King of Spain, and who had been acknowledged such by the allies. On the 26th of December, his Catholic Majesty arrived at Spithead.*

* This year is memorable for the destructive storm that began on the 26th of November, about eleven in the evening, the wind being W.S.W. and continued, with dreadful flashes of lightning, till about seven the next morning. The water flowed to a great height in Westminster Hall, and London Bridge was, in a manner, stopt up with wrecks. The mischief done in London was computed at not less than a million, and the city of Bristol suffered damage to upwards of one hundred and fifty thousand pounds. But the greatest loss fell upon our navy, of which there perished no less than thirteen ships, and upwards of fifteen hundred seamen were drowned; as will appear by the following statement:—

1. The Reserve, a fourth rate, Captain John Anderson, commander, lost at Yarmouth. The captain, the surgeon, the clerk, and 44 men saved; the rest of the crew drowned, being 175.

2. The Vanguard, a second rate, sunk in Chatham harbour, with neither men nor guns in her.

3. The Northumberland, a third rate, Captain Greenway, lost on the Goodwin Sands; all her company was lost, being 220 men, including twenty-four marines.

4. The Sterling Castle, a third rate, Captain Johnson, on the Goodwin Sands, 70 men, of which four marine officers were saved, the rest were drowned, being 206.

5. The Mary, a fourth rate, Rear-admiral Beaumont, Captain Edward Hopson, on the Goodwin Sands, the captain and purser ashore; one man, whose name was Thomas Atkins, saved; the rest, to the number of 269, with the rear-admiral, drowned. The escape of this Atkins was very remarkable.—He saw the rear-admiral, when the ship was breaking, get

On the 12th of February, 1704, every thing being prepared for the expedition, Sir George sailed, and arrived at Lisbon on the 25th, where his Catholic Majesty was received by the King of Portugal and the royal family.

After the departure of Sir George Rooke, intelligence was received by the Court, that the French were equipping with all possible haste a squadron at Brest. The design was unknown; but it was determined to fit out a fleet, the command of which should be given to Sir Cloudesley Shovel. This was accordingly done, and the admiral was instructed to look into Brest, and if he found the enemy still there, to send off the trade, store-ships, victuallers, &c. under proper convoy to Lisbon, and to block up the enemy's ships, or to burn and destroy them. If they had

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upon a piece of her quarter-deck, from which he was soon washed off; and about the same time, Atkins was tossed by a wave into the Sterling Castle, which sinking soon after, he was thrown the third man into her boat, by a wave that washed him from the wreck.

6. The York, a fourth rate, Captain Smith, lost at Harwich; all her men saved except four.

7. The Mortar-bomb, a fifth rate, Captain Raymond, on the Goodwin Sands; all her company lost, being 65.

8. The Eagle advice boat, a sixth rate, Captain Bostock, lost on the coast of Sussex; all her company, being 45, saved.

9. The Resolution, a third rate, Captain Lisle, on the coast of Sussex; all her company, being 221, saved.

10. The Litchfield prize, a fifth rate, Captain Chamberlain, on the coast of Sussex; all her company, being 108, saved.

11. The Newcastle, a fourth rate, Captain Carter, lost at Spithead; the carpenter and 39 men were saved, and the rest, being 193, drowned.

12. The Vesuvius fire-ship, a fifth rate, Captain Paddon, at Spithead; all her company, being 48, saved.

13. The Restoration, a third rate, Captain Emms, 387 men, on the Goodwin Sands; not one saved.

Sir Cloudesley Shovel was then in the Downs with several great ships, which were all in the utmost danger; he cut his main-mast by the board, which saved the ship from running on the Galloper of the beach, of which she was then in view. Sir Stafford Fairborne had his flag, as vice-admiral of the red, flying in the Association, in which he was driven first to Gottenburgh, and then to Copenhagen, from whence he did not get home till the next year. The Revenge was forced from her anchors, and with much ado, after driving some time on the coast of Holland, got into the River Medway; the Russel, Captain Townsend, was forced over to Holland; and the Dorset, Captain Edward Whitaker, after striking thrice on the Galloper drove a fortnight at sea, and then got safe to the Nore.

sailed, to hold a council to determine on the strength necessary to be sent to Sir George Rooke, and if it amounted to twenty-two ships, to sail with them himself. Sir Cloudesley followed these directions, and the result was, his sailing to the Mediterranean about the latter end of May.

On the 16th of June, Sir Cloudesley joined Sir George Rooke, and a council of war was called to determine what service they should proceed on. A second attack on Cadiz was proposed, but there was too great a deficiency of land forces; and it was at the same time declared by Sir George, that his instructions forbade him to attempt any thing without the consent of the Kings of Spain and Portugal; and as these princes seldom thought one way, there was little effected.

The English admiral, however, sensible of the great force he had with him, and that the nation would naturally expect something for the money expended in its equipment, called another council on the 17th of July, in which, after long debate, it was resolved to attack Gibraltar. The garrison was weak, and it was thought the possession of it might be important during the war. It has been since held in much higher estimation.

The fleet arrived in the bay, on the 21st of July, and eighteen hundred marines, English and Dutch, were landed, under the command of the Prince of Hesse, on the Isthmus, to cut off the communication between the town and the continent. On the governor's refusal to surrender, the town was, at day-break of the 22d, cannonaded, with such vigour, that fifteen thousand shot were spent in five hours; when the enemy being driven from their fortifications at the South Mole Head, the pinnaces were manned, and the fortifications soon seized, by Captains Hicks and Jumper. A mine was sprung by the Spaniards, and two lieutenants and forty men were killed, and about sixty wounded; they, however, held possession of the great platform, till supported by Captain Whitaker and the seamen under his command, who, having made himself master of a redoubt between the mole and the town, the governor, in answer to a letter from the admiral, on the 24th capitulated, and the Prince of Hesse took possession of the place.

Having secured this important capture, by leaving a sufficient garrison with the Prince, the fleet returned to Tetuan to take in

wood and water. On the 9th of August, the French fleet was seen, but they endeavoured to avoid an action. All sail was immediately made in chase, and on the thirteenth they were within three leagues of them. The French, perceiving an action unavoidable, brought to with their heads to the southward, the wind easterly, and forming a line, awaited the attack off Malaga. Their fleet consisted of fifty-two ships, and twenty-four gallies, the greater part of which was attached to the van and rear, as being comparatively weak to the centre, in which was Count Thoulouse, high admiral of France, with the white squadron, in the van the white and blue flag, and in the rear the blue. Our fleet was in number fifty-three ships, four of which, with two fire-ships, were ordered to windward, to afford a diversion, in case the van of the enemy should push through our line.

The action commenced about ten in the morning, when within half-gun shot of the enemy, which was maintained with equal vigour till two in the afternoon, when the van of the enemy gave way. The contest continued, notwithstanding, till night, and then, by the help of their gallies, they bore away to leeward. The wind shifting in the night to the northward, and in the morning to the westward, gave the enemy the weather-gage, and consequently the power of renewing the action, but for two successive days they continued to decline it, and ultimately disappeared.*

This defeat, by a force considerably inferior, was rendered doubly disgraceful by the means resorted to by the French Court to hide it. *Te Deum* was ordered to be sung as for a victory, and the following account published, replete with the most impudent falsehoods :—

" That, before the fight, the admiral ordered all the ships to make ready ; but the sea being calm, he gave directions for the gallies to prepare to tow the men of war off to sea. But at day-break the whole fleet weighed, by favour of a breeze that blew gently from the land, and made towards the enemy, whom the currents had carried out to sea. The twenty-fourth, their fleet, in a line of battle, came up with the enemy ; the Marquis De Vilette, lieutenant-general, commanded the vanguard, having behind him in a second line the Duke of Tursis, with his own squadron of seven gallies, and five of Spain. The Count De Thoulouse

* *Vide* N. C. Vol. XVI. p. 458 ; XXVII. p. 188.

commanded the centre, having behind him the Marquis De Royes, with four gallies, and the Marquis De Langeron had the command of the rear-guard, with eight French gallies, under command of the Count De Tourville. The enemy's van-guard was commanded by Sir Cloudesley Shovel; the centre by Sir George Rooke; and the rear-guard were the Dutch ships, commanded by Vice-admiral Callemberg. They had sixty ships of the line, many frigates almost as large, and bomb-vessels that did them good service. Sir Cloudesley Shovel advanced before the wind, separating himself from the centre; but observing that the Marquis de Vilette endeavoured to surround him, he kept to the wind, and Sir George Rooke, seeing the danger he was in, bore upon the king's fleet. The fight began about ten o'clock, north and south off Malaga, ten or eleven leagues from shore, and lasted till night. The fire was extraordinary on both sides, and notwithstanding the enemy had the advantage of the wind, which blew the smoke upon the French fleet, they always kept as near the wind as they could, while the Count de Thoulouse made all possible efforts to approach them. The Marquis De Vilette had so roughly used the van of the enemy, having obliged five of their ships to quit their line, that he would have entirely put the same into disorder, had not a bomb fallen upon his stern, and set it on fire; which obliged him to quit the line, and extinguish the fire. Another bomb fell on the ship of the Sieurs De Belleisle, who quitted the line to refit, as did likewise the Sieur De Grancy, Osmont, Rouvroy, Pontac, and Roche Allard. The latter fought the ship of Sir Cloudesley Shovel, of ninety guns, though he had but sixty. The Sieur Chammeslin boarded three times a ship of the enemy, but quitted the same, seeing she was on fire in several places, but because of the smoke, could not see whether sunk. The bailiff of Lorrain was killed with a cannon-shot, and the Sieur De Relingue had a leg shot off. They were the Count De Thoulouse's two seconds, and distinguished themselves very much, following the example of their general. The enemy continuing to steer off, the fight with the van ended about five, with the centre about seven, and with the rear towards night. The French fleet pursued with all their lights out; whereas the enemy, their flag-ships excepted, had none. The 25th, the wind blowing again from the west, the enemy sailed towards the coast of Barbary, so that they lost sight of them at night. The twenty-sixth, in the morning, they were seen again about four leagues distance, the wind having again shifted to the east, which gave them a fair opportunity to renew the fight, but they did not think fit to approach. They were not heard of afterwards; whereupon it was judged they had re-passed the Straits, and this obliged the Count De Thoulouse to return the twenty-seventh to Malaga, with the gallies. We had about fifteen hundred men killed or wounded. But we do not know the loss of the enemy, which must be very great; and several persons said, that two of their ships sunk."

In addition to this, the French Academy caused a medal to be struck, of the following description :—

" Spain is represented sitting, and her arm leaning on a pillar, with

victory over her head; the legend thus: *Oræ Hispanicæ Securitas*; i. e. The security of the Spanish coasts. To shew how this was attained, we read in the exergue, *Anglorum et Batavorum classe fugata ad Malagam*, XXIV. *Augusti*, M,DCC,IV. i. e. The English and Dutch fleet beat at Malaga, 24th of August, 1704.—Gerard Vanloon, Histoire Metallique des bays, tome iv."

In this action, Sir Cloudesley Shovel and Sir John Leake led the van. The division commanded by Sir Cloudesley consisted of the Barfleur, Eagle, Orford, Assurance, Warspite, Swiftsure, Nottingham, Tilbury, and Lenox. He had but one officer killed; *viz.* the first lieutenant of the Lenox, and seven wounded; one hundred and five private men killed, and three hundred and three wounded. At the beginning of the battle, Sir Cloudesly was indebted to Sir George Rooke for assistance which prevented his being surrounded by the enemy, and which assistance he as handsomely returned in the latter part of the action, when several ships being forced out of the line for want of ammunition, Sir Cloudesley came instantly to his aid, and drew the enemy from the centre, who very soon sheered off from the heat of his fire.

The loss of the English was 691 men killed, including 2 captains and 2 lieutenants; 5 captains, 13 lieutenants, and 1,618 men wounded.

The Dutch had 400 killed and wounded.

The French lost 1 rear-admiral, 5 captains, 6 lieutenants, 5 ensigns, and 3,048 men. Count Thoulouse was wounded in the forehead, shoulder, and thigh, and many of his officers.

Sir Cloudesley, on his return to England, was presented to the Queen, by Prince George, and had the honour of kissing her Majesty's hand.

Sir George Rooke was unfortunately of Tory principles—the Whigs were in power, and there were among them a party who meanly endeavoured to blast the laurels on his brow; but they had been nobly won, under circumstances too evident to be easily discredited by the nation,* an attempt was made to induce in the public mind a confidence in the French account of the battle, but there was one part of it too glaringly false not to render the whole unworthy of belief. They asserted the annoyance by which

* The House of Lords, at the meeting of Parliament, in their address to the Queen, on the success of her arms, never mentioned either the capture of Gibraltar, or the victory of Malaga.

they were prevented from rendering their success more complete, from the bombs of the English, when in fact there was not a bomb-vessel in the whole fleet.

The rage of party at that time was so violent, that it has been said to have shortened the Queen's days. Sir George received the honours paid him, but declined any further command, wishing rather that the Queen should be made easy, and the nation satisfied, than that opportunities might be afforded him of adding either to his reputation or estate.

On the resignation of Sir George Rooke, Sir Cloudesley was made Rear-admiral of England, and appointed admiral and commander of the fleet. Sir Cloudesley was a Whig, but he had never omitted on all occasions to assert the high merit of Sir George Rooke, and to assist in maintaining against his adversaries the reputation he had so honourably and deservedly acquired.

The recapture of Gibraltar was ineffectually attempted by Philip King of Spain; and in the meanwhile the interests of Charles Duke of Austria was promoted, by an expedition to the Mediterranean. The grand fleet, under the joint command of Sir Cloudesley Shovel, and the Earl of Peterborough, was ordered thither. Its force amounted to twenty-nine sail of line-of-battle ships, besides frigates, fire-ships, bombs, &c. They arrived in the river of Lisbon on the 11th of June, and there found Sir John Leake, in great need of supplies, which were afforded him by Sir Cloudesley; and on the 15th a council of war was held, to determine their future proceedings, in which it was resolved to put to sea, their force now amounting to forty-eight ships of the line, English and Dutch, and to place them in such a station between Cape Spartel and the bay of Cadiz, as was most likely to prevent a junction between the Toulon and Brest squadrons. This arrangement being effected, Sir Cloudesley returned to Lisbon.

The Prince of Hesse-Darmstadt, having successfully repulsed the operations of Philip King of Spain, for the recapture of Gibraltar, arrived in Portugal, and informed Charles, that the whole province of Catalonia, and the kingdom of Valencia, were attached to his interest. In consequence of this information, he urged the Earl of Peterborough to make another attempt on the city of Barcelona: The proposal was acceded to, but under very unfavourable auspices. The land officers were divided in

their opinions; the troops were little more than equal to the garrison within the town; and the two chiefs, the Prince of Hesse, and the Earl of Peterborough, were not even on speaking terms; in short, Sir Cloudesley may be said to have been the sole foundation of whatever hopes could be entertained; his diligence in contriving from scanty sources the necessary supplies, and his sagacity and address in reconciling the differences of the chiefs, and advising the best measures for the prosecution of the siege; the promptitude of his assistance, and the confidence induced by the punctual performance of all his promises, tended most immediately to the successful result of the enterprise. Charles embarked on board the Ranelagh, and the fleet sailed on the twenty-eighth of July.

A body of five thousand troops had embarked in the fleet at St. Helen's; these were now reinforced by two regiments of English dragoons. At Gibraltar, they embarked the English guards, and three old regiments, leaving in lieu two new-raised battalions. On the 11th of August, the fleet anchored in Altea bay, and a manifesto was published by the Earl of Peterborough, in the Spanish language, the effect of which on the inhabitants of the town and surrounding country, produced a general acknowledgment of Charles as their lawful Sovereign. The town of Denia was seized and garrisoned by four hundred men, under the command of Major-general Ramos.

On the 22d the fleet arrived in the bay of Barcelona. The troops were disembarked to the eastward of the city, and Charles landed, amidst the acclamations of multitudes, who threw themselves at his feet, and exclaimed, "Long live the King!" But though the disposition of the inhabitants was thus favourable to the cause of Charles, there still remained a material obstacle to his progress, in a garrison of five thousand men, under the Duke de Popoli, Vilasco, and other officers in the interest of Philip. After much difference of opinion, however, the siege was resolved on, and the gallant Prince of Hesse evinced himself, both in name and action, a volunteer in the service. The city was invested on one side by two thousand men from the fleet, exclusive of the marines, having been landed in addition to the regular land force, as also were six hundred Dutch, conditionally, that

on the first intelligence of the French fleet being at sea, both seamen and marines should be re-embarked.

The fort of Montjuic being strongly situated on a hill that commanded the city, was necessarily the first object of attack. The outworks were taken by storm, in which the ardour and impetuosity of advance on the part of the Prince of Hesso cost him his life—he was shot through the body, and expired shortly after.* The attack was renewed by the Earl of Peterborough—the fort was bombarded; and a shell falling into the magazine of powder, the whole was blown up, with the governor and chief officers. The garrison was panic-struck, and the surrender of the fort followed.

The removal of this impediment left the way to the city clear; and on the 9th of September, 1705, the trenches were opened, and batteries raised for fifty guns and twenty mortars; and after some reluctance evinced by King Charles, four hundred and twelve shells were thrown into the town by our bomb-vessels—eight English and Dutch ships, commanded by Sir Stafford Fairborne, cannonaded it by sea—while the cannon from the fort and batteries did the like on shore. On the 23d, the viceroy desired to capitulate—the capitulation was signed on the twenty-eighth—the gate and bastion of St. Angelo were delivered up the same day, and the whole city in a few days after; and this was followed by the submission of almost the whole principality of Catalonia to King Charles.

The following extract from a letter written by Sir Cloudesley to Prince George of Denmark, lord high admiral, will shew how much the success of this expedition depended on the exertions of the fleet:—

"The 17th, our battery of thirty guns was opened, and fourteen of them began to play, with very great execution, upon that part of the wall where the breach was designed; the Earl of Peterborough came aboard, and represented to us the great necessity he laboured under for want of money for subsisting the army, and carrying on the siege of Barcelona, and the services in Catalonia, and, in very pressing circumstances, desired the assistance of the fleet; upon which our flag-officers came to the enclosed resolution: To lend the Earl of Peterborough forty thousand dollars, out of the contingent and short allowance-money of the fleet. The 19th, we

* *Vide* N. C. Vol. XVI. page 462, *et seq.*

came to these resolutions; *viz.* To remain longer before Barcelona than was agreed on at first; to give all the assistance in our power, and to lay a fire-ship a-shore with two hundred barrels of powder; and a further demand being made for guns for the batteries, we landed fourteen more, which made up in all seventy-two guns, whereof thirty were twenty-four-pounders that we landed here, with their utensils and ammunition. We continue to bombard the town from the sea, as our small store of shells and the weather will permit. The 20th, a demand was made for more shot, and we called together the English flag-officers, and came to a resolution to supply all the batteries with all the twenty-four and twenty-eight pound shot, except a very small quantity, which was accordingly done.

"The 22d, the Prince of Lichtenstein and the Earl of Peterborough having desired, at the request of his Catholic Majesty, that the town of Lerida might, for its security, be furnished with about fifty barrels of powder, and a further supply of shot being demanded for the batteries a-shore, it was considered at a council of war, and we came to the enclosed resolutions; *viz.* to furnish fifty barrels of powder for Lerida, and to send so many more twenty-four and eighteen-pound shot a-shore, as would reduce the English to thirty rounds, as likewise to be farther assistant upon timely notice.

"The 23d, at night, our breach being made, and all things prepared for an attack, the town was again summoned, and they desired to capitulate, and hostages were exchanged; on our side, Brigadier Stanhope, and on the enemy's, the Marquis de Rivera; and all hostilities ceased."

It having been resolved in a council of war, that Sir Cloudesley should proceed to England, he, on the 16th of October, passed the Straits with nineteen sail of the line, and arrived at Spithead on the 26th of November.

In the middle of the year 1706, a descent on the French coast was projected, in consequence of a representation made by the Marquis de Guiscard, a disgusted Frenchman; and a land force of ten thousand men was embarked on board the fleet commanded by Sir Cloudesley, and sailed from St. Helen's on the 10th of August; but the project failed, owing to the delay of the Dutch, as it is said, though it was sufficiently evident, when immediate operations were concerted, that the plan of the Marquis was too chimerical to proceed on. Information to that effect was accordingly transmitted home. In the mean time, letters had been received from the Earl of Galway, who, with twenty thousand men, had undertaken with success the siege of Alcantara, and had prosecuted the interests of Charles with such promptitude and ability, that he had gotten possession of Madrid; but the inactivity of Charles, and disgust among the chiefs, prevented his hold-

ing it, and he was now soliciting succours from home with the most earnest importunity. Thus, though the year was so far advanced, Sir Cloudesley was ordered to postpone his operations upon the coast of France, and immediately to proceed with his force to Lisbon, and there to regulate his proceedings by the urgency of affairs in Spain.

Sir Cloudesley, having set Guiscard and his officers on shore, sailed with the first fair wind, and towards the latter end of October reached Lisbon, after encountering much bad weather, with only four men of war and fifty transports, the rest of his fleet having been scattered, though fortunately re-collected and at their place of destination before him.

On his arrival, Sir Cloudesley found the affairs of King Charles in such imminent jeopardy, from the want of concert among the chiefs who had the conduct of them, that he was at a loss how to proceed. The Portuguese ministry had given sufficient ground to doubt the sincerity of their friendship, and he resolved to send to the King himself, to know in what manner he could best serve him. In the absence of this envoy, the King of Portugal died, and his successor, only eighteen years of age, was still more open to the influence of a ministry known to be privately in connection with the Court of Versailles. The English fleet was insulted in the Tagus, and Sir Cloudesley was induced to assure the ministry, who had made a flimsy excuse, that if the insult should be repeated, he would not wait orders from home, but take satisfaction from the mouth of his cannon.

Colonel Worsley, who had been sent by Sir Cloudesley to the King, returned with letters, by which the admiral was informed, that unless he could bring the land forces to the assistance of the King and the Earl of Galway, every thing must fall into confusion, and the advantages gained at the expense of so much blood and treasure, must inevitably be lost.

The shattered state of the fleet required time for repair, and the land forces were reduced from ten to scarcely six thousand effective men; the admiral, however, immediately took measures to afford the assistance required, and on the 28th of January, 1707, he arrived off Alicant. The Earl of Rivers, under whose command the land forces had embarked, proceeded immediately to Valencia, to assist at a general council of war, in which the ope-

rations of the ensuing campaign having been resolved on, and the army joined by the troops from England, Earl Rivers, disliking the country, returned with the admiral to Lisbon.

Sir Cloudesley arrived off Lisbon the 11th of March, and there received orders to prepare for an expedition against Toulon.

Pursuant to his instructions, Sir Cloudesley sailed on the 10th of May for Alicant, where he joined Sir George Byng, who had been sent thither by Sir Cloudesley to aid the retreat of the English army under Lord Galway, the proceedings of that force having totally failed of success. He then sailed to the coast of Italy, and in the latter end of the month of June came to anchor between Nice and Antibes.

On the 29th he received the Duke of Savoy and Prince Eugene on board the Association, where he sumptuously entertained them.*

The enemy were strongly entrenched on the River Var, and their entrenchments were defended by eight hundred horse, and six battalions of foot; but Sir Cloudesley having observed it practicable to cannonade a part of the French lines, obtained the Duke's consent to undertake that service.

On the 1st of July, Sir Cloudesley ordered four English, and one Dutch man of war to enter the mouth of the Var, and commence the cannonade, while six hundred seamen were landed in open boats, under Sir John Norris, followed by the admiral himself. This unexpected attack put the enemy to flight, their arms were thrown down, and their works abandoned.†

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* Sir Cloudesley Shovel, though he was not one of the politest officers we ever had, shewed a great deal of prudence and address in the magnificent entertainment he made upon this occasion. The duke, when he came on board the Association, found a guard of halberdiers, in new liveries, at the great cabin door. At the upper end of the table was set an armed chair, with a crimson velvet canopy. The table consisted of sixty covers, and every thing was so well managed, that his royal highness could not forbear saying to the admiral at dinner, "If your excellency had paid me a visit at Turin, I could scarcely have treated you so well."

† The following is an extract relative to the passage of the Var, from the London Gazette, No. 4352, dated Confederate Camp, July 14, N.S.— "The admiral himself followed Sir John Norris to the place of action, and observing the disorder of the enemy, commanded him to put to land, and flank them in their entrenchments. His men advanced in so undaunted a

On the 14th a council of war was held on board the Association, when it was resolved to proceed direct to Toulon. The Duke engaged to reach that place in six days, and the admiral having left ten or twelve frigates to interrupt the correspondence of the enemy with Italy, sailed with the fleet to the islands of Hieres.

But as in most instances of confederate war, so in this, the allies had separate interests to prosecute. The Duke of Savoy was full twelve days, instead of six, before the place was attacked, the blame he attributed to Prince Eugene, who commanded the Emperor's forces, and being directed by the Duke to possess himself of Mount St. Ann, refused, asserting that he was ordered not to expose them. Even the conduct of Sir Cloudesley did not escape the slur of his enemies (and what public character is without them?) but he had only to appeal to facts for his justification. It is said, that when Sir Cloudesley went first to compliment the Duke upon his safe arrival, and to receive his commands respecting the landing of artillery and ammunition, his royal highness told him he was glad to see him at last, for the maritime powers had made him wait a long while; to which, Sir Cloudesley answered, that he had not delayed a moment since it was in his power to wait upon his royal highness. "I did not say you," he replied, smiling, "but the maritime powers have made me wait; for this expedition I concerted so long ago as 1693, and fourteen years is a long time to wait, Sir Cloudesley."

On the 15th of July the siege was formed, and in a council of war held on the 17th, Sir Cloudesley engaged to produce whatever assistance the fleet could afford. In pursuance of this engagement, Sir Cloudesley landed one hundred pieces of cannon from the fleet for the batteries, seamen to serve as gunners on shore, and every other requisite to the full extent of his power. The siege was carried on with the most flattering prospect of success, till the

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manner, that the enemy, fearing to be surrounded, marched out of their works, and retired with great precipitation. His royal highness having received from the admiral an account, that we were in possession of the enemy's works, ordered his troops to pass the river, which they did with so great eagerness, that above a hundred men were driven down by the violence of the stream, and ten of them drowned; which was all the loss we sustained, in forcing a pass, where we expected the most vigorous opposition."—Thus we see this whole affair was effected by English sailors.

4th of August, when a sally by the enemy forced the confederate troops from their works, and killed and wounded above eight hundred men. The enemy increased in numbers, and the superiority was found too great to be opposed with any chance of success.

On the 6th of August, the admiral was desired to embark the sick and wounded, and withdraw the cannon. On the 18th the Duke decamped; and in the meanwhile the town and harbour were bombarded, eight ships of the line were burnt and destroyed, several magazines blown up, and one hundred and sixty houses burned, in Toulon.

Such was the damage done the enemy; the allies were, however, compelled to raise the siege, and various reasons have been assigned as the cause; among which the following are stated as the most probable—the delay of its commencement, occasioned, Bishop Burnet says, by an apprehension in the Duke of arriving at Toulon before the fleet, and thus suffering a want of provisions, though the gazettes of that time say, that had he arrived in time, he must have taken the place, and all the French magazines: the want of twelve thousand Imperialists, who had been sent to Naples: the disagreement between the Duke of Savoy and Prince Eugene: and the treacherous correspondence held by the Countess of Soissons, sister-in-law to the Prince, and a near relation of the Duke.

The failure of this expedition was a source of great mortification to Sir Cloudesley, who had entertained the most sanguine hopes of success, and had made the most strenuous exertions to insure it. But the period was now fast approaching, that was to relieve him from this and all his other cares. Finding that he could do no farther service, he left Sir Thomas Dilkes, with thirteen sail of the line, and with the remainder of the fleet sailed from Gibraltar. On the 23d of October, he brought the fleet to in ninety fathom water. At six in the evening he sailed again, and soon after, with several other ships, made signals of distress; Sir George Byng, in the Royal Anne, was within less than half a mile to windward of him, and saw the breaches of the sea, and soon after the rocks called the Bishop and his Clerks, off Scilly, upon which the admiral struck, and in two minutes there was nothing seen of him or the ship. There were with him on board the Association, his sons-in-law, Sir John Narborough and James his brother,

Mr. Trelawney, eldest son to the Bishop of Winchester, and several other young gentlemen of quality.

The next day the body of Sir Cloudesley was thrown ashore upon the island of Scilly, and was found by some fishermen, who having taken a valuable emerald ring from his finger, stripped him and buried him in the sand. The ring being handed about, and becoming a subject of conversation on the island, was heard of by Mr. Paxton, purser of the Arundel, who having sought out the men, and desired a sight of the ring, declared it to be Sir Cloudesley Shovel's, and obliged them to shew where they had deposited the body. The place having been pointed out, the body was taken up and conveyed on board the Arundel, in which it was brought to Plymouth, and from thence to the admiral's house in Soho-square. It was afterwards buried with great solemnity in Westminster Abbey.

At the time of his death, he was rear-admiral of England, admiral of the white, and commander-in-chief of her Majesty's fleet, one of the council to Prince George of Denmark, as Lord High Admiral of England, Elder Brother of the Trinity House, and one of the Governors of Greenwich Hospital.

In his public character he was zealous for the honour of his Sovereign, and the good of his country. As a private gentleman, his demeanour was affable to all; in his family he was affectionate, as the husband and the parent; as the master, mild and benevolent. And when Sir John Leake was made Rear-admiral of England* as his successor, the Queen told him, she knew no man so fit to repair the loss of the ablest seaman in her service.

Sir Cloudesley married the widow of his friend and patron, Sir John Narborough, who was the daughter of Captain Hill, by whom he left two daughters, co-heiresses: Elizabeth, the eldest, who was espoused to Robert Lord Romney, and afterwards to John Lord Carmichael, Earl of Hyndeford, and died at the Hague, in 1750; and Anne, who became the wife of the Honourable Robert Mansel, and after his death, married Robert Blackwood, Esq. of London, merchant. Lady Shovel had by her first husband, John, created a baronet while a child, and James Narborough, Esq. who, as we have already stated, were lost with Sir Cloudesley in the

* *Vide* N. C. Vol. XVI. p. 466.

Association. She had also a daughter married to Sir Thomas D'Aeth, of Knowlton, in the county of Kent, baronet, who died in 1721. Lady Shovel survived Sir Cloudesley twenty-five years, and died at her house in Frith-street, Soho, the 15th of March, 1732, at a very advanced age.

A marble monument was erected in Westminster Abbey, by order of Queen Ann, to the memory of this distinguished commander, with the following inscription:—

" Sir Cloudesley Shovel, Knt. rear-admiral of Great Britain; admiral and commander-in-chief of the fleet; the just rewards of long and faithful services: he was deservedly beloved of his country, and esteemed, though dreaded, by the enemy: who had often experienced his conduct and courage. Being shipwrecked on the rocks of Scilly, in his voyage from Toulon, the 22d of October, 1707, at night, in the fifty-seventh year of his age.

" His fate was lamented by all; but especially the seafaring part of the nation, to whom he was a worthy example. His body was flung on the shore, and buried with others in the sands; but being soon after taken up, was placed under this monument, which his royal mistress has caused to be erected, to commemorate his steady loyalty, and extraordinary virtues."

## NAUTICAL ANECDOTES AND SELECTIONS.

### SECOND THOUGHTS ARE BEST.

CAPTAIN TINKER, who commanded the Argo, of 28 guns, being stationed with some cutters off Ostend, to observe the motions of Thurot, sent a messenger to the governor of the place, importing, that as the king his master was not at war with the house of Austria, he expected to be supplied with refreshments from Ostend, although it was garrisoned with French troops, otherwise he would make prize of every vessel belonging to the place, that should presume to come out of the harbour. No notice being taken of this message, he proceeded to put his threats into execution, by detaining three fishing boats. The governor finding him in earnest, sent out a flag of truce with a compliment, assuring him he would comply with his request; and the captain received daily supplies from the shore. In the course of this correspondence, the commander of a French frigate, of 30 guns, then lying in the harbour, sent notice to Captain Tinker, that if he would dismiss his small craft, and give his honour that none of the squadron under Mr. Boys should interfere in the contest, he would next day come out and give him battle. Captain Tinker desired him to tell him, that he would dismiss the cutters; and not only give his word,

but even an officer as an hostage for the performance, that he should not be assisted by any ship of the commodore's squadron, which lay seven or eight leagues to leeward; but that he would engage him singly at a minute's warning. He accordingly made the ship ready for an engagement the following morning, when he weighed anchor, hoisted the British ensign, and stood in shore to the mouth of the harbour, where he brought-to, with his courses clewed up, and his maintopsail to the mast: in this posture he lay, with flying colours, as long as the tide would permit him to remain, close to the fortifications of the place, in sight of all the French officers, who were assembled to witness the combat; but monsieur did not think proper to keep the appointment, though it was of his own making.

### THE UNEXPECTED RETURN.

As far back as the year 1748, one Mr. Winslow, an eminent merchant of Boston, in New-England, fitted out a vessel, which was named the Howel, for a trading voyage to the gulph of Mexico; on board of which a black, belonging to his brother, General Winslow (a provincial general), of the same place, went as cook; and no account of tidings being ever received of the said vessel for several years, it was concluded she had foundered with all her crew: but a short time ago, the fate of the ship was discovered after the following manner. The general above-mentioned being lately in England, on some particular business, and going on board a West India trader, lying in the river, in order to make the necessary preparations for his return to Boston, to his great surprise, observed his old servant, the black, who was infinitely overjoyed at meeting his former master; by him the general was informed, that the Howel was, by stress of weather, driven on shore near Cape Florida, where the crew were made prisoners by the Indians, who put them all to death, except himself, whom they saved on account of his colour, and sold him to a Spanish planter of the Havannah, who happened to be in those parts: with him he continued several years, being so narrowly watched that he had no opportunity of making his escape: but about twelve months ago, observing a New-England ship, as he conjectured, near two miles from shore, he stripped himself, and swam to her, and to his great satisfaction found his conjecture true.

In this ship, he came to England, in the situation of a cook, where he met with his old master, as has been before related, with whom he returned to Boston.

### HAPPY EFFECTS OF SUPERSTITION.

At a period when the tempest raged with the utmost violence, I had directed most of the crew below, particularly the Lascars, to work the pumps. One of them, however, I perceived coming up the gang-way with a handkerchief in his hand; and on my enquiring what he was about, he told me, and in a tone of voice that evinced a perfect confidence in the measure he proposed, that he was going to make an offering to his God. "This handkerchief," said he, "contains a certain quantity of rice, and all the rupees I am worth; suffer me to lash it to the mizen-top, and

rely upon it, Sir, we shall all be saved." I was going to order him back again to the pumps; but on recollecting that in so doing I might throw both him and his countrymen into a state of despondency, and thereby lose the benefit of their exertions, I acquiesced. The Lascar thanked me, and I soon beheld this child of prejudice mount the tottering ladder, without discovering the slightest apprehension. He lashed the handkerchief to the mizen-top-mast head, fearless of all danger, and arrived in safety on the deck. After assuring me *his God* was now my friend, he went below to inform his brethren, that he had done his duty; all the Lascars seemed transported with joy, embraced their virtuous companion, and then laboured at the pumps with as much alacrity and perseverance, as if they had encountered before neither apprehension or fatigue. To their unceasing labours I owe, in a great measure, the safety of my people.

COMMODORE DECATUR'S ACCOUNT OF THE CAPTURE OF THE PRESIDENT.

*His Britannic Majesty's ship Endymion, at sea,*
*Jan.* 18, 1815.

SIR,

The painful duty of detailing to you the particular causes which preceded and led to the capture of the late United States frigate President, by a squadron of His Britannic Majesty's ships (as per margin) has devolved upon me. In my communication of the 14th, I made known to you my intention to sail on that evening; owing to some mistake of the pilots, the ship in proceeding to sea grounded on the bar, where she continued to strike heavily for an hour and a half. Although she had broken several of her rudder braces, and had received such other material injury as to render her return into port desirable, I was unable to do so from the strong westerly wind which was then blowing; it being now high water, it became necessary to force her over the bar before the tide fell; in this we succeeded by ten o'clock, when we shaped our course along the shore of Long Island for 50 miles, and then steered S.E. by E.; at five o'clock three ships were discovered a-head, we hauled the ship up immediately, and passed two miles to the northward of them; at day-light we discovered four ships in chase, one on each quarter, and two a stern, the leading ship of the enemy a razee, and about three miles distant: at meridian, the wind became light and baffling; we had increased our distance from the razee, but the next ship a-stern, which was also a large ship, had gained and continued to gain upon us considerably; we immediately occupied all hands to lighten ship, by starting water, cutting away the anchors, throwing overboard provisions, cables, spare spars, boats, and every article that could be got at, keeping the sails wet from the royals down. At three, we had the wind quite light; the enemy, who had now been joined by a brig had a strong breeze, and were coming up with us rapidly; the Endymion (mounting 50 guns, 24 pounders on her main-deck), had now approached us within gun shot, and had commenced a fire with her bow-guns, which we returned from our stern; at five o'clock she had obtained a position on our starboard quarter, within half point blank shot, on which neither our stern nor quarter guns would bear; we were now steering E. by N. the Wind N. W. I remained with her in this position for half an

hour, in the hope that she would close with us on our broadside, in which case I had prepared my crews to board; but from his continuing to yaw his ship to maintain his position, it became evident that to close was not his intention; every fire now cut some of our sails or rigging; to have continued our course under these circumstances would have been placing it in his power to cripple us without being subject to injury himself; and to have hauled up more to the northward to bring our stern-guns to bear, would have exposed us to his raking fire.

It was now dusk, when I determined to alter my course south, for the purpose of bringing the enemy a-beam; and although their ships a-stern were drawing up fast, I felt satisfied I should be enabled to throw him out of the combat before they could come up, and was not without hopes, if the night proved dark (of which there was every appearance) that I might still be enabled to effect my escape. Our opponent kept off at the same instant that we did, and our fire commenced at the same time; we continued engaged steering south, with steering sails set, two hours and a half, when we completely succeeded in dismantling her.—Previously to her dropping entirely out of the action, there were intervals of minutes when the ships were broadside and broadside, in which she did not fire a gun.

At this period (half-past eight o'clock) although dark, the other ships of the squadron were in sight and nearly within gun-shot, we were, of course, compelled to abandon her; in assuming our former course for the purpose of avoiding the squadron, we were compelled to present our stern to our antagonist; but such was his state, although we were thus exposed and within range of his guns, that he did not avail himself of this favourable opportunity of raking us; we continued this course untill 11 o'clock, when two fresh ships of the enemy (the Pomone and Tenedos) had come up; the Pomone had opened her fire on the larboard bow, within musket-shot, the other about two cables length astern, taking a raking position on one quarter, and the rest (with the exception of the Endymion, which ship was not in sight) within gun-shot.

Thus situated, with about one-fifth of my crew killed or wounded, my ship crippled, and a more than fourfold force opposed to me, without a chance of escape left, I deemed it my duty to surrender.

It is with emotions of pride, I bear testimony to the gallantry and steadiness of every Officer and man I had the honour to command on this occasion; and I feel satisfied that the fact of their having beaten a force equal to themselves, in the presence and almost under the guns of so vastly a superior force, when too it was almost self-evident that whatever their exertions might be, they must ultimately be captured, will be taken as evidence of what they would have performed, had the force opposed to them been in any degree equal.

If, Sir the issue of this affair had been fortunate, I should have felt it my duty to have recommended to your attention Lieutenants Shubrick and Gallagher; they maintained throughout the day the reputation they had acquired in former actions: Lieutenant Twiggs, of the marines, displayed great zeal; his men were well supplied, and their fire incomparable, so long as the enemy continued within musket range. Midshipman Ran-

dolph, who had charge of the forecastle division, managed it to my entire satisfaction. From Mr. Robinson, who was serving as a volunteer, I received essential aid, particularly after I was deprived of the services of the Master, and the severe loss I had sustained in my Officers on the quarter-deck.

It is with extreme regret I have to inform you that Lieutenants Babbit, Hamilton, and Howell, fell in the action; they have left no Officers of superior merit behind them. Of our loss in killed and wounded, I am unable at present to give you a correct statement, the attention of the Surgeon being so entirely occupied with the wounded that he was unable to make out a correct return when I left the President; nor shall I be enabled to make it until our arrival in port, we having parted company with the squadron yesterday; the inclosed list, with the exception, I fear, of its being short of the number, will be found correct.

For twenty-four hours after the action it was nearly calm, and the squadron were occupied in repairing the crippled ships; such of the crew of the President as were not badly wounded were distributed on board the different ships: myself, and a part of my crew, were put on board this ship.

On the 17th we had a gale from the eastward, when this ship lost her bowsprit, fore and main-masts, and mizen top-mast, all of which were badly wounded, and was, in consequence of her shattered condition, obliged to throw overboard all her upper-deck guns. Her loss in killed and wounded must have been very great: they appear extremely anxious to conceal it. The number thrown overboard during the action, and the day following, I have not been able to ascertain: ten were buried after I came on board (36 hours after the action) the badly wounded, such as are compelled to keep their cots, occupy the gun-deck from the cabin bulkhead to the main-mast.

From the crippled state of the President's spars, I feel satisfied she could not have saved her masts; and I feel serious apprehensions for the safety of our wounded left on board.

It is due to Capt. Hope to state, that every attention has been paid by him to myself and Officers that have been placed on board his ship, that delicacy and humanity could dictate.

I have the honour to be, with much respect, Sir, your obedient servant,

*The Hon. Benjamin Crowninshield,*
*Secretary of the Navy.*

*S. Decatur.*

British squadron referred to in above letter:—Majestic (razee) Endymion, Pomone, Tenedos, and Dispatch brig.

### ACCOUNT OF THE DESCENDANTS OF CHRISTIAN AND OTHER MUTINEERS OF THE BOUNTY.

An article in one of the early Numbers of *The Quarterly Review*, on the voyage of Dentrecasteaux, contains a curious account of the descendants of Christian, and other Mutineers of the ship Bounty, having been discovered on a small Island in the Pacific Ocean, taken from the Journal

of the American ship Topaz. After a lapse of six years, this island has been visited by Sir Thomas Staines, of his Majesty's ship Briton, who writes from Valparaiso as follows:—

"On my passage from the Marquesas Islands to this port, on the morning of the 17th September, I fell in with an Island where none is laid down either in the Admiralty or other Charts, according to the several Chronometers of Briton and Tagus; I therefore hove-to until day-light, and then closed to ascertain whether it was inhabited, which I soon discovered it to be, and to my great astonishment found that every individual on the Island (40 in number) spoke very good English. They prove to be the descendants of the deluded crew of the Bounty, which from Otaheite proceeded to the above mentioned island, where the ship was burnt; Christian appeared to have been the leader and sole cause of the mutiny in that ship. A venerable old man, named John Adams, is the only surviving Englishman of those who last quitted Otaheite in her, and whose exemplary conduct and fatherly care of the whole of the little colony could not but command admiration. The pious manner in which all those born on the island have been reared, the correct sense of religion which has been instilled into their young minds by this old man, has given him the pre-eminence over the whole of them, to whom they look up as the father of the whole and one family.

"A son of Christian was the first born on the island, now about 25 years of age, named Thursday October Christian; the elder Christian fell a sacrifice to the jealousy of an Otaheitean man within three or four years after their arrival on the island. They were accompanied thither by six Otaheitean men and twelve women; the former were all swept away by desperate contentions between them and the Englishmen, and five of the latter have died at different periods, leaving at present only one man and seven women of the original settlers.

"The island must undoubtedly be that called Pitcairn's, although erroneously laid down in the charts. We had the meridian sun close to it, which gave us 25° 4′ S. for its latitude; and longitude per chronometers of Briton and Tagus, 130° 25′ W. It is abundant in yams, plantains, hogs, goats, and fowls, but affords no shelter for a ship or vessel of any description; neither could a ship water there without great difficulty. I cannot, however, refrain from offering my opinion, that it is well worthy the attention of our laudable religious Societies, particularly that for propagating the Christian Religion, the whole of the inhabitants speaking the Otaheitean tongue as well as the English.—During the whole of the time they have been on the island, only one ship has ever communicated with them, which took place about six years since by an American ship, called the Topaz of Boston, Mayhew Folger master. The island is completely ironbound, with rocky shores, and landing in boats at all times difficult, although safe to approach within a short distance in a ship.

"*Manley Dixon, Esq. Vice-Admiral of the Blue, &c. &c.*"

## CANINE HYDROPHOBIA AT ST. JOHN'S NEWFOUNDLAND.

[*Extract from a Private Letter.*]

IN THE COURT OF SESSIONS, Feb. 3, 1815.

"*St. John's &c. to wit.*

"The Grand Jurors having presented to the Court, that the *hydrophobia* now actually exists amongst the dogs of this town, and is become truly dangerous to the inhabitants,

"It is ordered, that all dogs whatsoever, found at large in or about the town of St. John's, be forthwith destroyed, except such dogs as are employed in steds, being securely muzzled.

"That in order the more effectually to promote the destroying such dogs, a reward of five shillings, for such dog so destroyed, shall be paid, upon its being pro duced in the Court-house-yard.

"By Order of the Sessions,

*Lionel Chauncey,*

Clerk of the Peace."

"A proclamation to the same effect will be issued from the Supreme Court to-morrow, and there is a similar presentment from the District Grand Jury. It is certainly alarming, and if the fact is so, it is the first instance of canine madness known in this country, or, I believe, in any of the British North American colonies. The dogs at large here, at the lowest calculation, amount to at least two thousand, which are left all the summer, when their owners go to the fishery, to provide themselves, and are not only great trouble to the inhabitants, but also public nuisances, from starvation and disease, in the streets. They go in packs, destroy sheep, poultry, and every thing they can meet with; but when winter comes on, they become really not only useful but absolutely requisite—they are most carefully sought for and claimed by their owners, and are the subject of many suits in the Courts, their value being from forty shillings to eight pounds, the medium about four guineas. They draw, when it is hot, wood for fuel, fish, flukes, shores, &c. &c. to the amount of many hundred pounds worth a day; and it is confidently said, that for this last month they have each furnished the town with from nine hundred to a thousand pounds a day, and fully supports, by his labour, his master for the winter—drawing merchandises of all sorts, from one end of the town to the other. It is allowed, should the fact be as it has been represented, that the madness has been brought here by an English bull-dog last summer, which bit many dogs in that populous part of the town, called Maggoty Cove, when, unfortunately, he was killed before his real state had been fully ascertained. Many persons have been bitten three and four months since, but no symptoms of madness have yet appeared. I have been told by a well-informed medical man, that he has been in this country these seventeen years, and has seen almost every season symptoms nearly resembling the present, with almost every appearance of madness; has had several patients who had been bitten, one in particular, about thirteen

years since, who was bitten in his presence by a dog, which he was himself convinced at the time was absolutely mad; that he treated the man as for a common bite, from the concurrent testimony of all the inhabitants, that no such thing existed; the man has ever since been perfectly well; and he has had several such cases since under his care, in which he has been equally successful; nor did he ever know, either in the human or the brute creation, any contagion so communicated; but he does not deny the possibility of its being imported, as I have mentioned. He says, it is a fever among the dogs, with all the semblance of rabies, increased by severe work, and salt food (for they feed upon damaged and putrid salt fish), aggravated by not having a sufficiency of water, the streams being frozen up, and the snow they eat, not being capable of doing more than moistening their mouths; nor would their cruel task-masters allow them time, if even water was plenty, to drink, though they would enjoy it themselves. It is certainly fortunate there is such a disorder, as unless there was something of the kind to carry off the dogs, we should be overrun with them."

LAUNCH OF THE ST. VINCENT, OF 120 GUNS, AT PLYMOUTH-DOCK.

Government, actuated by the laudable motive of expressing the gratitude of the country to the most distinguished of our Naval Heroes, determined on building three first rates of equal dimensions, but of uncommon magnitude, which should respectively bear the names of *St. Vincent*, *Nelson*, and *Howe*. We say the "gratitude of the country" for their *names* were already imperishable. Among the battles won by these heroes, it occurs to us, that the day of St. Vincent, on account of the vast numerical superiority of the enemy is not exceeded by any other, and it was with proud recollections and proud sensations that we attended the launch of the vessel which bears the name of the Admiral whose decision on that remarkable day contributed so materially to the glory, and, we may add, to the safety of his country.

"*Magnum et venerabile nomen.*"

On arriving at the slip of the St. Vincent, we found her surrounded by an immense assemblage of spectators. The gates of the Dock-Yard had been thrown open at three o'clock, and from that time to the period of the launch, vast numbers continued to press towards the slip. Some apprehensions had been entertained that on account of the freshness of the breeze the launch would not take place, but these proved to be unfounded. The eager anticipating countenances of the spectators brightened as the artificers, with resolute tranquillity, began to split out the blocks, and to remove the shears which supported this enormous ship, and at five minutes before five p. m. the gratification of all was complete by one of the finest launches ever witnessed. Nothing could exceed the grandeur of the scene, when,

"To bear the British thunder black and bold
"The roaring vessel rush'd into the main."

It is supposed that on shore and afloat, not fewer than 50,000 persons witnessed this sublime spectacle. We need not say that all the beauty, rank, and fashion of these towns and their vicinities graced the booths.

The Dutch Admiral was introduced into the Commissioner's box by Admiral Martin, and appeared highly gratified. In the evening a ball was given by the officers of the Impregnable to about 200 persons; there was also a ball on board the Zealand, the Dutch flag ship, and one at the Fountain Tavern.

The St. Vincent is not to dock until the next spring tides. She is considered by the best judges to be a *chef d'œuvre* of British naval architecture, and she will lie at her moorings with the covering on. The Boadicea, of 38 guns, is to be hauled up on the vacant slip, and on her being launched the London of 98 guns, will be laid down.

The head of the St. Vincent is a bust of the Noble Earl, cut from one presented by him to Mr. Tucker, Surveyor of the Navy. The workmanship of this as well as of the stern, is executed by the chissel of Mr. Dickerson, of Plymouth Yard, and does him great credit. The stern has more than usual magnificence. The motto of his Lordship's arms "THUS," has excited no small speculation; we believe that it was chosen by the Noble Veteran himself, that it is a sea term and simply means "In this manner," "As she goes," "Steady," or any other phrase of corresponding meaning.

## CORRESPONDENCE.

MR. EDITOR, *February 6th*, 1815.

THE events of the war with America, now, perhaps, about to close, afford *much* cause for *reflection*, *none* for *exultation*, to those who are interested in the success and prosperity of their country. Only three years ago we despised this new enemy *so much*, as to content ourselves with sending out *two* frigates as a reinforcement (the Spartan and Shannon), and even when war was declared, two line of battle ships were deemed amply sufficient, in addition to the very slender force then on the station. How very differently we estimate their strength now, sufficiently appears, from our having, during the last twelve months, employed on their shores a force of from fifteen to twenty sail of the line, double that number of large frigates, perhaps altogether one hundred sail of men of war, and with all this truly formidable force, commanded by able and experienced officers, it cannot be pretended we have made any great impression on the enemy, taken any of their men of war, or destroyed them in their own ports: with the exception of one frigate building at Washington, and one destroyed at Penobscot, we have done nothing of this kind; it is true, their ships have been blockaded in port; but they have waited their opportunity, and have obtained it; one of their squadrons being at the time I write, known to be cruising in the chops of the English channel, and information having been received by government, that *all* their men of war, including one or two line of battle ships of 96 guns was ready for sea, and *a second* squadron actually *at sea*; for this, I believe our board of Admiralty were not prepared; when, I would ask, have they been prepared? but fortunately there were several sail of the line, and frigates,

preparing for sea, as convoys to outward bound fleets, and they have been sent out in quest of this bold and successful enemy with as little delay as possible: two squadrons of this kind are gone down channel already; and two more are fitting with all expedition to follow. I sincerely hope one of these, or Sir George Collier's, of similar force to the Americans, will have the good fortune to fall in with them, and the glory of conducting them into a British port; we want something of this kind to reconcile the minds of the people and of the navy to the many reverses we have sustained during this American war, and to a termination of it, *without* our having, been able to assert our wonted naval superiority. It is true, our enemy has possessed many great and decided advantages; but putting these aside, it must be allowed, the Americans have fought us bravely at sea, they have, almost in every instance, been successful; and there cannot be a doubt, they will speedily become a respectable, and, ere long, a truly formidable naval power. We have, I fear, been lulled asleep by our former glorious victories over the fleets of France, Spain, and Holland; and have, until too late, despised this new, but rapidly rising rival of our maritime greatness. The American navy is *already* respectable, from the ability and valour which its officers and seamen have displayed: it is the hope, the cherished favourite of the States; and during the period of peace (can a long one be reasonably expected? I think not), every nerve will be strained to increase its force, and its claim to the respect of foreign powers.

I shall not be surprised to hear of an American ambassador landing at Portsmouth or Brest from a 98 gun ship, and a Decatur or a Bainbridge, perhaps a Rodgers, receiving admirals' salutes from an English or French flag in those harbours, this is likely soon to happen. Let us then profit by *dear-bought experience*; let us build ships of adequate force; let our line of battle ships, frigates, and sloops, be no longer incapable of meeting and contending with this rising enemy. I would strongly recommend, that during peace, not less than *five* very large line of battle ships; *six* frigates of the *Leander's* class; and eight or ten twenty gun ships be *annually* built, to be in readiness for coming events. Let us look before us *now*, and not again bend beneath the stroke of an enemy whom, had we not despised, we might have easily conquered.

*Albion.*

N.B. I have often already borne testimony to the bravery of our naval officers; they have supported the honour of the British flag, and lost their lives in many instances, in defending it; but enquiry is wanted into the management of the navy, and if it is to take place, it will I hope be temperate, but serious, and shew clearly where is the blame, and how our misfortunes are to be remedied, and our naval means better applied.

MR. EDITOR, *February 7th*, 1815.

I HAD no intention of again calling the attention of your readers, or of those at the helm of naval affairs, to the subject so often before discussed (I mean the promotion of old commanders and lieutenants, able and offering to serve), had I not observed that an extensive naval promotion is about to take place, so as to embrace all the midshipmen and mates who have served

their times. This measure is much to be applauded, and if confined to young men of merit, without respect to connections, will reward the toils and hardships of many anxious gallant young heroes, some of whom will doubtless prove future Howes and Nelsons, and justly entitle the first Lord of the Admiralty to the applause of the country, and the gratitude of the service. And, Mr. Editor, could my humble tribute of admiration to the excellent letters of your correspondent Arion to Lord Melville, procure for that able writer (whose arguments are irresistible) that attention they so well merit, with most sincere pleasure would I urge the adoption of his sentiments on those in power; they are, however, I am convinced, too just and too well timed; they are too strongly enforced by every argument of reason and justice, to be *long* unattended to, and I hope very sanguinely the present first lord will quit the board, carrying along with him the best wishes of the navy, from the admiral down to the cabin boy, and that, by his wise conduct, future boards will find plenty of able officers, and the stamina for raising *powerful* and *willing* crews for the service of their country. The measures lately taken for pensioning and registering the British seamen who have served their country for seven years, and upwards, must attach numbers of prime seamen to the service, and Arion's valuable suggestions on this subject point out the policy of having every man's name registered, which may very easily be attained, it is by rewards, and proper encouragements alone, we can obtain able and effective crews; for hitherto, the royal navy, except in the beginning of a war, holds out but few inducements for our seamen, whilst it is well known our American enemies have great advantages, and the utmost facility in procuring able and picked men. I trust the first lord's great attention to these *internal* regulations will, in some measure, compensate for the many captures of our merchantmen, and the destruction of so many ships of war.

N.B. In time of peace, it might be proper to employ a double number of lieutenants and midshipmen in the ships in commission.

*Nestor.*

MR. EDITOR, *February, 8th* 1815.

HAVING lately animadverted on the unfortunate termination of another campaign in America without any *decisive* advantages having attended the arms of Great Britain, either by sea or land. It may, by some, be *now** considered unnecessary to resume this subject (and I admit it is an ungracious and mortifying one) but it appears to me to be absolutely necessary to trace our failures and our disappointments to their proper source, in order to guard against similar errors, should war unhappily again be resorted to; and that we may be more fully prepared for another contest, with an enemy now fast rising into consequence, and likely, in a very short period, to act an important part amongst the great naval powers of Europe. It cannot be denied that we *despised* our American enemy, *in the*

* After the signing of preliminaries.

*outset* of the war, and that we are forced, *in the conclusion*, to respect at least, if we do not fear him; we certainly hold victory over him to be of the utmost consequence; and indeed we have reason to think it of consequence, for it has too often fallen to the lot of our enemy; and although that enemy has, in general, possessed decided advantages in almost every action, yet I am confident I am not wrong when I assert, that the hopes of the nation, and of the navy, have been blasted and disappointed that peace has been made, before our navy had recovered, by some brilliant action, its wonted superiority, and England's cross had again been seen to wave triumphant on the main. Had but common energy been applied; had the war been conducted with any sort of activity in the beginning of the contest, had only two or three sail of the line been pushed out *immediately* with two or three thousand troops, it is not to be denied, that the whole of the American men of war might have been destroyed in port: they would have accomplished in 1812 what in 1814 it was found impossible with three times that force to attempt. Another great error we committed was, expecting our 36 gun frigates, badly manned, to be able to encounter the American men of war, so much their superiors in size, weight of metal, and number and quality of men; although our ships obtained victories over the French ships as often as they fell in with them, the Americans were a very different enemy; and we are now convinced of this, and are prepared at last to fight them on equal terms, having several large frigates similar, in all respects, to theirs, now anxiously looking out for their ships, which are at sea, and have been even in the British channel. It is universally admitted that our *want* of success, and our repeated failures are not to be attributed to the brave officers who have fallen in with the enemy; greater courage has seldom been displayed on any former occasion, and the names of Lambert, Manners, Blythe, and Peake, will be handed down to posterity as officers who nobly upheld the glory of their country, the honour of her flag, and who sacrificed their lives rather than yield to an overwhelming enemy; nor perhaps ought the other officers, who maintained equally unavailing contests, to be less applauded; they have been all honourably acquitted, and most of them have obtained ships again; but whilst it is evident, from these circumstances, that the blame does not lay with them, it is no less certain it must be attached to the B. of Admiralty, who, after so repeatedly finding our ships too light to encounter the Americans, continued to order them on stations where they were sure to encounter them; and I think they very unequivocally admit their culpability, by withholding from the public the details of the many gallant, but disastrous actions, fought by our small cruisers, against the American twenty gun ships; *this* is no less a *novel*, than an *alarming*, *proceeding* on the part of the Admiralty; it is no less *unjust* to the officers and men concerned, than humiliating and mortifying to the *nation*; it is a conduct worthy only of a nation which feels itself conquered; which finds its laurels withered; its renown for ever gone: but, Mr. Editor, unsuccessful as our efforts have been, we are not yet come to this; a few more opportunities, with our present description of force, would retrieve every thing, soothe the wounded minds of the public, and restore our navy to its wonted honours; but unfortunately the time is now past;

except we get hold of the American ships now at sea, we must sit down to enjoy the sweets of peace, conscious of having suffered defeat, and lost reputation in an inglorious and unsuccessful war, miserably managed and conducted from beginning to end. The management, perhaps I ought to say, the *mismanagement* of the navy is to be discussed in both houses of parliament, and I trust the errors of that board will be temperately, but firmly pointed out, and the merits of their administration fairly laid before the public; they have, however, made several improvements of the utmost importance to the service; and it is in the conduct of the American war only that I mean to attach any blame to them; there they have sadly failed; and thus the country has been not *disgraced*, nor *dishonoured*, but humbled and mortified. I trust Mr. Horner or Lord Darnley will not fail to call for copies of the official accounts transmitted by the surviving officers of the Reindeer, Owen, Epervier, &c. which have been so *unaccountably* withheld, not to screen or shelter these officers, but themselves, from public indignation; can it then be possible that our B. of A. suppose the spirit of the British nation is to be so easily daunted, as to fear to have made public the losses of a few sloops of war; forbid it, say the shades of Nelson, Howe, and Duncan. Englishmen have a right to know the particulars of these unfortunate occurrences, and they have hearts of oak to revenge them. I blush, Mr. Editor, for the unworthy conduct of the board or the government, in this instance, and I fear their measures have been, from beginning to end, but too much calculated to give an enemy (brave and enterprising as he has proved himself) advantages that have enabled him to conclude the war with a rapidly increasing navy, when he ought to have had *none*, had common efforts only been made. We can only now be more wise in future; we must remember the size and weight of metal of the new enemy; and no longer continue building small 74's, or fir frigates of 32 guns, gun-brigs, &c. having experienced their inadequacy: let us prepare a force capable of meeting the enemy *always* on equal terms, and our new ships henceforth from the sloop of war, to the three decker, be proportionably increased in size, and better manned.

*Alfred.*

MR. EDITOR, *Cheapside, February 13th, 1815.*

ALTHOUGH I am a constant reader and admirer of your valuable and impartial publication, that breathes the true spirit of patriotism, having only in view the prosperity of that service upon which that of the country so much depends; yet I am not disposed to enter into controversy with any of your correspondents upon slight grounds; but as the observations in the latter part of Occasional's letter dated 14th September last, tend to invalidate the statements of many of your other correspondents, I beg leave to make a few remarks on the same.

Although he dates his letter from afar, yet I am inclined to think, from the tenor of it, that, like myself, he is much nearer to St. James's than

Holyrood-house; nearer to St. Paul's than the Trone Kirk; nearer to Primrose than Calton-hill. He states 50 years as being within his remembrance, and that lieutenants had 2*s.* half-pay, and commanders 4*s.*; that the quartern loaf was then 6*d.* and butcher's meat not double, at this time, to what it was then.

At the time when the half-pay of those ranks he mentions was raised to 3*s.* and 6*s.* wheat was about 32*s.* the quarter; but instead of butcher's meat not being double, it has certainly been sometimes quadrupled, and is at present trebled, at the least. I have conversed lately with men of veracity, in different parts of the country, whose scope of remembrance does not exceed that of fifty years, and who have informed me, that since they were housekeepers, they have bought beef at 2½*d.* per pound, pork at 1¼*d.* every other species of animal food in proportion: lamb, &c. by the hand; butter at from 4*d.* to 6*d.* per pound. If Occasional were near Edinburgh 35 years ago, he might have bought wheat some years at 24*s.* the quarter, or 12*s.* the boll, 4 Winchester bushels; and even sometimes at half a guinea the boll. I can remember when I returned from a foreign country in 1793, I could purchase at Portsmouth, not one of the cheapest places in the country, good weather mutton at 3½*d.* now it is 9*d.*; this is being nearly trebled in 22 years: but if it were to fall to 6*d.* still this would be nearly double within the last period of time.

As for posting, there can be little occasion for noticing that; it would have been more to the purpose to have mentioned hat, coat, waistcoat, shirt, *breeks*, stockings and shoes. A rigging out in these, will sweep away, at the least, according to the charges in the metropolis, *twenty-two days* half-pay, of an old commander, exclusive of the property tax.

Your correspondent ought also to have noticed house-rent, and the augmentation of Taxes: a house 50 years ago, at 10*l.* now 20*l.*; ten windows, perhaps not 5*s.* now 2*l.* 16*s.*; poor rates, in the same proportion; and lastly the occupation tax then nothing, now eighteen pence in the pound, call it 1*l.*: here, then, is an increase on a homely habitation of 16*l.* per annum.

Your correspondent should have considered, that the capital of a country ought not to be considered as the place of half-pay officers, who must hunt for all the cheap places that can be found, even out of the country; a most impolitic compulsion. They must find corners where they can subsist, unless where family connections have outweighed other considerations, or a competency leaves them to choose as inclination shall direct. I agree with him that all representations ought to be respectfully made; yet the arrow of truth ought to be so sharpened as to pierce to conviction.

I believe I have stated circumstances pretty correctly; but it may not be amiss to take a more minute view of the article of grain.

Previous to the dear years of 1800 and 1801, 2*l.* 12*s.* and 2*l.* 14*s.* the quarter was considered an average price? but ever since that period, every effort has been made to keep up the price of the necessaries of life. And now those who have participated largely for the last 16 years, appear to have strong desires for binding the nation in the chain of their profits,

and making this island the prey of the traffickers in the necessaries of life. The landholders and farmers, after such enormous profits, do not appear to consider 3*l.* 4*s.* the quarter a sufficient price for wheat, or 1*s.* the quartern loaf; but wish wheat to be 4*l.* 4*s.* the quarter, or the quartern loaf at 1*s.* 3*d.*¾.

I do not wish to say much upon this subject; but it may not be amiss to observe that if a loaf of bread can be obtained at half or two-thirds the price, on the continent of Europe, or in America, men may talk about the British farmer as they please; but this will not prevent emigration to an alarming degree, nor this exorbitant price, compared with that of other countries, from drying up the sources of the prosperity of the country, by affecting her commerce, now that the ports of all nations will be open to each other; and the sweat of this nation would go to swell the stream of wealth pouring itself into the treasury of the landed interest, till she could sweat no more; when that stream would also fail in its turn, and the country sink into insignificance, which God forbid.

*Patriot.*

MR. EDITOR, *February 16th, 1815.*

OBSERVING, from a paragraph in the newspapers a few days ago, that orders had been lately given by the Board of Admiralty for paying off *all* small ships under the rate of twenty guns. I was a good deal puzzled to account for this order being given, just when we appear on the eve of peace with America; had it been practicable to dispense with their services twelve or eighteen months ago, I admit, we should have saved some of them, since destroyed in action with a superior enemy, and also the lives of many brave officers, and men; it is only *now*, however, that our number of twenty-gun ships, admits of the smaller ones being laid up; but to throw this class of vessels aside entirely, in time of peace, appears to me very injudicious, as it is precisely *then* they can be useful; when they will often answer equally well as larger vessels; in time of war, specially with America, they have been found *completely* ineffective, and I hope will be gradually laid aside.

In time of peace it will assuredly be the business of the Admiralty to keep in commission *all fir ships* of whatever rate, as they can only be useful for a very limited period, perhaps six years; to lay these vessels up in time of peace, would, therefore, be to render them completely useless, and it is on this principle I would recommend the employment of our small sloops of war in time of peace, when they can be useful without exposing the service to any hazard or disgrace. I am ignorant whether the new twenty gun ships (of which we have, at last, a very considerable number) are built of oak or fir, if the former, they ought to be laid up in peace, and the old sloops kept in commission, if the latter, they ought, of course, to be kept employed during the time they were expected to last. I have already expressed my strong conviction of the necessity of *continuing to build* larger

ships of every class; but they ought *now* to be of oak, and well seasoned, whilst the frigates lately constructed of fir, and hastily put together, are continued in commission, and the old ones constructed of oak are laid up, and kept in readiness to replace them; and when they have run their day, I trust we shall have a new navy of oak and teak, of such enlarged dimensions, as to make us perfectly indifferent to the attack of any foes: this is only to be attained by *husbanding our finest oak*, and well-built ships during peace, and sedulously continuing to keep up, if not increase, our navy, by annually adding several line of battle ships, 50 gun frigates, and 20 gun ships of oak, *well-built* and *seasoned*: by doing so, and using our green and fir-ships, and the old oak ones first, when war does come, we shall have our finest vessels in reserve, which, with good officers and able seamen (and those we must have), will bid defiance to all, or to any enemy.

*Albion.*

N.B. The American report on *their* navy, points out *our* errors, and we *must* rectify them, or yield the trident; but our Admiralty Board are now open to conviction, and *are* assiduous, at this moment, in rectifying them: may they continue their exertions.

MR. EDITOR, *February 17th*, 1815.

IT has been long a subject of complaint in the navy, that *no* remuneration is granted to naval officers, for loss of property, when shipwrecked: the hardship of this being denied to *them*, and granted to *the army*, has been so clearly pointed out, and forcibly demonstrated by Sysiphus, in your last number, that, I trust, some means will be found of bringing the subject (if the boon is still withheld) before parliament, before the session closes: can any thing be more unjust than to grant it to the one, and refuse it to the other, service; and does it not often occur, that ships of war are lost in obeying the orders of superior officers in blockading ports, or watching ships of the enemy, where the danger of shipwreck is known to be great; and it is not less hard and unjust, that recompence should be granted to officers of the army for *loss* by exchange during their captivity in France, and refused to the navy; surely these things require *only* to be known to be remedied. I freely admit, and I rejoice to be able to say, that the present board have been very far from inactive, in attending to the *interior* regulations, and improvement of the service; they have done much, but much, very much remains yet to be done, and there will, I trust, be *no* relaxation in *well-doing*; if we only look around, we shall speedily be struck, perhaps with astonishment, at the exertions which will assuredly be made by the great naval powers, to obtain an effective navy. Twenty years of war could not fail to impair *ours*; and we must confess, that neither our ships nor their crews are at present equal to what they were in the first years of the war: both are of an inferior description, but a few years of peace, provided the proper steps are taken, the proper

measures are adopted and carried into execution, and unremitting attention bestowed on the naval service, will suffice to renovate both, and to enable us to enter on any new contest with increased means, and confident minds; the charge of the navy is at this moment, however, one of the *utmost* importance, and if it is either trifled with, or neglected, the most ruinous consequences may be entailed on the country.—England expects the B. of A. to do its duty *as well as its officers and men.*

*Mentor.*

## PLATE CCCCXXXIII.

### ROKOL ROCK.

THE following observations on this singular fragment of land, are extracted from the log-book of H. M. S. Princess Charlotte, dated 9 August, 1810:—

"This day we had a very distinct view of Rock Rokol (noticed in many charts), passing at noon within half a mile of it, when the latitude, by mean of seven observations, was 57° 36′ north; the longitude by account, (which differed but a few miles from what Captain Capel, of the Endymion, fixed the rock in a few days before, by his chronometers) being 13° 30′ west. When it bore west, half a mile distant, soundings were gained in 54 fathom on a rocky bottom. The rock is about as high as half up a large frigate's main-top-mast, and the same in diameter at the base. To the north-east about a cable's length the water breaks over another rock, peeping above the surface. I should think it hardly practicable to land on Rokol, even in the finest weather. The summit and the sloping part was covered with the white dung of sea-fowl, and vast numbers were hovering about it, no doubt disturbed by the ship passing so near; but on no part did there appear to be sufficient shelter for them to build their nests. Though not in the direct course of vessels with a fair wind bound through the North Channel or the Pentland Firth, yet, when beating to the eastward, it would doubtless be desirable to make Rokol for a fresh departure. Rokol is about fifty leagues westward of St. Kilda, which is the nearest land to it."

Subsequent to the date of the foregoing remarks, the following additional information has been communicated by a naval officer, dated June 20, 1813; *viz.* There is a reef bearing from Rokol E. ½ S. (by compass) distant 4 or 5 miles, with 50 and 60 fathoms water around it.*

* *Vide* note on oceanic dangers, B.C. p. 144, in which Kerguelen's notice of this rock is somewhat diffidently mentioned by Pinkerton, but which is circumstantially confirmed by the above valuable communication.

*View of Rokol Rock.*

# SHIPWRECK.

## LOSS OF THE BRITISH SLOOP OF WAR SYLPH, OF 18 GUNS.

[FROM THE NEW YORK GAZETTE OF JAN. 26.]

*New York, Jan. 26.*

BY several gentlemen from the east end of Long Island, in the stage, this morning, who reside near the scene of this melancholy event and were on the spot shortly after, we have obtained the following particulars of this uncommonly distressing occurrence:—

The Sylph is a british (ship) sloop of war, rated at 18 guns and carrying 22, and was commanded by Capt. Dickens, with a crew amounting, with himself and officers, to 117 souls, of whom 111 have perished. On Tuesday morning, 17th instant, at half past 2 o'clock, previous to the snow storm, the weather being thick and night dark, the wind at N. E. standing to the northward under close reefed topsails, she struck on Southampton bar, at Shinecock bay, or Canoe Place, five miles west of the town, and soon beat over and drove head onwards to within a few rods of the shore. —By daylight she was perceived by the inhabitants, and a number immediately collected and hastened to attempt the relief of the people. From the height of the surf and violence of the sea, however, as the storm approached and increased, it was impossible to get to the vessel. The crew were all safe, 60 of them in the tops and on the rigging, until half past 8 o'clock, when the purser parted with the captain in the mizen top and came to the windward gunwale, which was then as high out of water as her tops. Directly after, a tremendous sea capsized the ship and broke her in two between the fore and main masts; the fore part rolled over and lies keel upwards, and the after part, split lengthwise, went to pieces and drifted to the leeward.

The crew being thus dashed into the sea, were chiefly drowned immediately. A few were seen on spars and pieces of the wreck, and every exertion made by the spectators on the shore to save them. The purser, Mr. William—Parsons, with two of the seamen, were taken off the spars about two o'clock in the afternoon, and three more sailors, some time after, saved from the wreck by a boat. The next (Wednesday) morning the bodies of the second lieutenant and three seamen, were found on shore at Southampton and buried, and 15 others have drifted up with part of the wreck, as far west as Babylon, near Fife Island inlet.

The snow came on about noon, and the storm raged with great violence through the day. The inhabitants of the neighbourhood, however, in considerable numbers repaired to the place, and made the greatest efforts to relieve the unhappy sufferers, to the extreme risk of the lives of a number of the citizens, who distinguished themselves by their zeal and intrepidity on the occasion. Their humanity and exertions were gratefully acknowledged by Mr. Parsons, the purser, in a letter to Commodore Hotham, (of

the Superb, off N. London) who returned a polite and friendly answer, and promised the release, if in his power, of a captured vessel and crew belonging to the place, for which purpose the flag that carried the letter was sent.

The men saved remain at Southampton prisoners of war. The wind and tide set almost directly along the coast, with a strong undertow off shore, or probably a greater proportion of the crew would have survived.

The purser states, that Captain Dickens is a young gentleman of fortune lately married; and mentions, that one of the saved seamen held a little son in his arms until he was chilled to death, when he dropt him overboard, and a number of other affecting incidents.

The Sylph was bound from the Delaware, with dispatches from the Commander of the Spencer, 74, to Admiral Hotham, of the Superb, off New London.

*New York, Jan.* 30.—Our account of the loss of this vessel given on Wednesday last, was essentially correct. On Saturday, Mr. Wm. B. Parsons, the Purser, with the five seamen saved, were brought up from Southampton, by Lieutenant Jenkins, of the American troops stationed at Sag Harbour.

From Mr. Parsons, we learn, that the officers who perished with the Sylph, were:—

George Dickens, Esq. captain; C. D. Brown, 1st lieutenant; George Burr, 2d. do. J. Stilt, surgeon; William Mirtlo, master; William Boyd, gunner; James Marshall, carpenter; Andrew M'Gregor, boatswain; Archibald Lundie, master's mate; James Service, midshipman; David Kingston, do. J. O'Halloran do. T. F. Willoughby, supernumerary, do. W. H. Fox, captain's clerk.

The above 14, with 97 seamen and marines, making the 111 drowned. The Sylph was a ship sloop of 390 tons and 20 guns, (rated 18) viz. 16 carronades of 24lbs. two long 12-pounders, and two 12lb. carronades. Of the bodies already found are, 18 at Patchogue, seven at Fife Island inlet, and four at Southampton, among which were the 2d. lieutenant, and of five buried at Islip, (to the shame of those who took them up and stripped them without a particle of cloathing) the purser recognised, on their being taken up, the surgeon, and supposed the others to be marines.

The humanity and kindness of the citizens of Southampton being handsomely acknowledged in the purser's account of the catastrophe to Com. Hotham, that officer wrote a letter to Mr. Parsons, from which the following is extracted:—

"I beg you will acquaint the inhabitants of Southampton, that I am sensibly impressed with obligation for, and admiration of, their generous and humane treatment of you, which shall, at any time in my power, meet with the best return I can make them."

# HYDROGRAPHY, PILOTAGE, &c.

## EUROPE.

### BRITAIN.

*An entire New and Correct Chart of the Banks, Channels, Soundings, and Anchorages, at Low Water Spring Tides, drawn up from the Angles taken and correctly projected on a Trigonometrical Plane, extending from the Point of Ayr to Formby Point, and comprehends the Harbour of Liverpool, from an Actual and Faithful Survey, completed in* 1813, *and followed up to the present Date; with Sailing and Turning Directions for both Channels, accompanied with a General Information of the Coast, and also for leading into the Anchorages in the Night.* By Thomas Evans, Lieutenant R.N.

[Continued from page 143.]

*Of Hoylake.*

Hoylake lies at the N.W. extremity of the Cheshire land, and 9 miles distance from Liverpool by water; this Lake is bounded on the western side by Great and Middle Helbre island,* and little Helbre eye, so called, by the Point of Ayr light-house, the river Dee and Helbre swash-way, and by west Hoyle sand, and to the northward by east Hoyle bank; the former extends near 13 miles, and the latter 3 miles northward. West Hoyle dries about half-ebb, and that part of East Hoyle which is next to the Lake is dry at high water neap tides, breaking off the sea from the anchorage; Hoylake affords an excellent accommodation for ships to run into, either by day or night, the Lake lights making it safe in the latter; and vessels bound into the river Dee, may either wait a tide, or sail through; indeed, Hoylake is a situation, on this part of the coast, the most suitable and handy to afford relief, to vessels in distress, on shore either on the banks or in the channels: from whence a boat with either cable or anchor, may get out of the Lake at any time of tide, and give the necessary help, before assistance can arrive from Liverpool; whereas from the latter, the wind blowing fresh from the westward, it is with some difficulty and delay that a boat can leave the Pier-head to turn down a distance of 7 to 9 miles; the damage is most probably done before she arrives.

* Helbre marks are made of wood, and 50 feet high, of the same form and size as the two Bootle marks. This island, a mere rock, is distant $1\frac{2}{3}$ mile from the S W. point of Hoylake. However, from its situation, there are many handsome prospects: the best landing place for a boat is at its northern extremity, where there is a small cove.

*To sail into Hoylake from the Eastward, in Neap-Tides, or from the Anchorage of the N. E. Buoy in the Night.**

Take ⅔ flood or high-water, with a vessel drawing 15 feet, keep the upper Lake light a ship's length open to the southward of the lower light: this course will carry you half a cable's length to the southward of Jackson's buoy, on your starboard hand; in that direction run into the Lake, until the upper light bears S. b. E. and Point of Ayr light-house comes open to the northward of the north end of Great Helbre Island, bearing west: this latter mark will place you mid-way of the Lake, when, anchor in 3 fathoms, good holding ground, where the stream of the flood-tide runs about 2 knots, and rises 28 feet spring tides.

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* With respect to the anchorage off the N.E. buoy, I have heard it remarked by some to be indifferent for want of room; but to this I will venture to answer, that no pilot will consider it so who is perfectly acquainted with it; for a ship might ride for a month at the same anchorage, provided she had good cables and anchors. The difficulty which at first might appear to a stranger would soon vanish, when it is known, that, at the proper anchorage, *viz.* Bidston light-house a sail's breadth open to the southward of the Lezza light-house, and Hoylake lights bearing S. b. W. ¼ W. a vessel will be near 1000 yards distance from the nearest shoal, clean and good holding ground, and five fathoms low-water spring-tides. About the middle of January, 1808, I was an eye-witness to two brigs at anchor off the N.E. buoy, riding out a heavy gale of wind from the northward; and according to the observations I then made on the wind and sea, at that anchorage, and what information I afterwards collected from those who were on board the vessels, it appeared to me, that I had experienced more sea when riding at anchor at St. Helen's road, with the wind at S. S. E. Indeed, Hoylake is the best and safest anchorage for affording shelter to the trade of Liverpool; for East Hoyle sand is entirely covered about the 13th day of the moon's age, or when the tide rises 15 feet at Liverpool, when the anchorage is perfectly safe. I was at anchor there in the month of October, 1812, in his Majesty's schooner Mullet, then under my command, on my way to the point of Ayr; the wind veered to the N.W. and blew a strong gale during the night: as the tide rose, I gave the vessel cable: the hard riding (if it may be so called), did not last more than one hour before and after high-water, when the banks became dry, and the riding easy. At the west entrance of this Lake, the depth of water is shallow, having at low-water 1¼ fathom; but at the eastern entrance at Dove point, it is dry at low-water spring-tides, out along to the N.E. buoy; and on the same point at low-water neap tides, there is 6½ feet a cable's length south of the N.E. buoy. In July, 1808, I was in a pilot boat, at low-water, that turned out of Hoylake; but it is evident, from the description now given of that entrance, that the same pilot boat, or any other of her draft, would not now have water sufficient to do so at the same time of tide. Hence it follows that the passages at both entrances are filling up, especially at Dove point; and in the Lake, as well as to the eastward of the lower Lake lights, I have taken up broken shells on the lead (here the most fish are caught), but about the middle the ground is clear. The best landing-place at low-water, is a little to the eastward of the lower Lake light; at the latter there is a well of good fresh water, notwithstanding its situation being so close to high-water mark, and surrounded by sand-hills.

*To sail out of Hoylake, at Neap Tides, for Liverpool, with a leading Wind.*

Weigh at half-flood; to evade the stream of the tide setting in, keep in 3 fathoms along the shore on your starboard hand; give Jackson's buoy a berth on your larboard hand; and, when abreast of the beacon, haul up N.E.; on this point you will have the S.E. mark of Formby right a-head; steer out in the same direction, and keep the N.E. buoy on your larboard hand. At that time of tide there will be 16 feet water on Dove Point, half a cable's length of the N.E. buoy. But should your vessel draw more water, as you come out of the Lake, haul round Jackson's buoy, and take the beacon a sail's breadth open to the westward of the west end of Irby wood; on that line is the deepest water, and the best of the channel into and out of Hoylake. From the N.E. buoy, steer for the Patch buoy, and give it a birth on your larboard hand, and for your farther guidance see the sailing directions for the Rock channel.

*The Floating Light*

Is a Dutch hoy, bearing three masts, the smaller one abaft, and the foremast more taunt, wearing a blue flag at its mast head. A white light is now suspended on each mast, 33 feet above the level of the sea, and may be seen from on board a vessel 9 to 12 miles off; it has been removed, and is now moored by the following angles, *viz.* H. L. F. 92 degrees 34 minutes, and L. H. F. 48 degrees 0 minutes, will be found to be placed in 9 fathoms low-water spring tides; Bidston-light a little open to the northward of the Lezza light, bearing S. E. $\frac{1}{4}$ S. from the same station, the marks on Great Helbre Island bearing S. 2 degrees east, distance $4\frac{1}{2}$ miles, with Helbre swash-way fairly open in a stream with the light; the N.W. buoy S. E. $\frac{1}{4}$ S. distance $1\frac{1}{4}$ mile: the floating light also bears from the north end of Great Orms Head, S. 81 degrees 30 minutes E. distance $26\frac{1}{2}$ miles. $3\frac{1}{2}$ miles N.E. $\frac{1}{2}$ N. from this light,* there is a bank, having only 3 fathoms low-water spring tides; the marks on the shore for its southern entrance is Bidston Church Tower open to the southward of the house on Bidston hill, and for its northern limits, the former in one with Bidston light-house. For the leading mark to clear this shoal, see the chart to which this memoir refers.

To sail through Helbre swash-way, either into Hoylake or Chester river, at neap or spring tides, when two hours flood, and your vessel drawing 15 feet water, from the floating light, steer in, and carry the south mark on Helbre island open to the left side of the north mark; but if in the night (as you steer through), keep her astern due north. At that time of tide you will have water over the flats, which extend across from east to west Hoyle banks, situated off the north end of the swash-way—In steering through by

* For a short distance only, this light appears red; under a greater angle it vanishes, and becomes opake; therefore, to render it more conspicuous, and of better guidance, especially to the trade coming in from the northward, instead of hoisting one light, it would be better to hoist three, the centre one to be higher than the other two, and thus placed would form a triangle, and be known from all other lights on this coast.

day, give the checkered red and white buoy a birth of half a cable's length on your starboard hand, where the flood sets right through the swash-way; from whence you will see that the two Helbre marks, as they are now placed in one, lead close to west Hoyle bank on your starboard hand; neither approach east Hoyle bank, on your larboard hand, nearer than to bring the summer-house, on Helbre, on with the south mark. If bound to the Dee, give the black buoy, which is situated on the south entrance of Helbre swash-way, a berth of half a cable's length on your larboard hand, keeping off Helbre island the same distance, on your larboard hand. This line of steerage will keep you in mid-channel, in 6 and 7 fathoms, and when the south end of middle Helbre comes in one with the hotel at Hoylake, keep that line, and sail through Salisbury swash-way, and if high water, though neap-tides at the time, you will carry 17 feet over the shoalest part, when steer over for Linacre creek, and anchor in 6 or 7 fathoms, which is by far the best anchorage, being more sheltered with the wind at N. W. and preferable holding ground to that at the Point of Ayr.

But should you be bound into Hoylake at that time of tide, haul close round the black buoy, as described, on your larboard hand, then haul up east, and steer into the Lake for the anchorage; the best holding ground is half way between the Hotel and Lake lights; but if it should be in the night, keep the point of Ayr light-house open with the north end of Helbre island, which mark will keep you mid-way of the Lake as you steer in, when anchor in 3 fathoms, the Lake lights bearing S.S.E.

*From the Floating Light in the Night-time.*

To sail through the Horse channel, into the anchorage off the N.E. buoy, at low water, with a vessel drawing 18 feet, steer in with the two sea lights in one, until you open the second Lake light, when haul to the southward to clear the S.W. end of the flats, and anchor according to the directions; this course will carry you to the eastward of N.W. buoy, and close to the N.W. Spit buoy, on your starboard hand: from the latter buoy lead in, keeping the lights a little more open to the southward than first described; it will also clear you of the S.W. end of the 4 feet flats on your larboard hand, until you bring the Lake lights to bear S. b. W. ¼ W. then anchor in 5 fathoms, clear and good holding ground; but for the better obtaining this anchorage in the night-time, shut up as much of the northern side of the Lake lights, as to show out in the line of bearing the spot for coming to, the instant the lights appear: and further for sailing into Hoylake from this anchorage in the night-time, see the sailing directions.

*The Formby Channel**

Is by no means a difficult navigation, yet of late years seldom frequented by large vessels: it is but too true, that during the prevailing westerly winds off that coast (especially in the winter months), together with strong flood tides, vessels are carried to the eastward; and in thick weather get aground on the banks, and are often wrecked on the coast in the

* N. C. xxvii, 228.

neighbourhood of Formby. Such accidents, it is to be hoped, will in future be in a great measure prevented, by having for their guide that valuable floating light, where it is now placed off the N. W. buoy of East Hoyle bank, in the stream of Helbre swash-way; thereby warning the mariner not to go in the night to the eastward of that light till he has procured a pilot.

*Directions to sail in through the Formby Channel, with a Leading Wind, either Neap or Spring Tides.*

Six miles distant from the Formby shore, with the Formby sea-marks open to the southward, there is 9 fathoms water, hard sandy bottom: from this station the floating light bears S.S.W. ½ W. distance 7¼ miles: having one hour and a half flood, should your vessel draw 16 feet water, steer in, on that line, and for your better guidance, refer to the chart for the position of the Formby marks, which kept as you steer in, this course will carry you better than a cable's length to the southward of the N.W. and Fairway buoys; where you also have the soundings laid down.

From the Fairway buoy, keep the line of the Formby marks open to the southward; give Formby Point buoy a good berth on your larboard hand, and as you steer in, haul to the southward for the first red buoy on your starboard hand (situated on the N. E. extremity of Jordan's bank, in two fathoms low water spring tides), where the three buoys in the narrows will appear in a cluster, as they now are placed in that channel, which, though narrow, is safe with a leading wind; however, before you enter, brace up all sharp, and haul close round the first red buoy,* and leave the N.E. buoy, so called, which is black, and the first on your larboard hand in the narrows, and the second red buoy on your starboard hand: you will at that time of the tide be able to lead through, even at W.N.W. (see the chart for the leading mark to clear the west side of the patch), which is the Lezza light-house on the east end of Irby wood. The second black buoy on your larboard hand is called the north buoy of the patch, in 2 fathoms

* By a reference to the narrows for the channel to the southward (where also the soundings are laid down), is formed by the first and second red buoy, on your starboard hand, [*sic. orig.*] and by the first black buoy on your larboard hand, called the N.E. buoy of the Formby channel, situated off the N.E. extremity of the middle patch, and placed in 2 fathoms low-water spring-tides, bearing from the first red buoy S. b. E. ½ E. distance one-fifth of a mile; the second red buoy on your starboard hand, is placed in 9 feet, on the west side of the channel off Jordan's bank—refer to the chart for the S.W. extremity of this shoal, where another red buoy is much wanted—the cross marks for the latter are the Lezza light-house, open a span's length to the eastward of the east end of Irby wood, and High Park mill open a sail's length to the eastward of the Rock land, making an angle of 28 degrees 30 minutes, 2 fathoms low-water spring-tides. The flood-tide inclines here, and sets in for the Formby shore; also in the channel open with the swash-way, the stream of the flood runs in a S.S.E. direction.—(Author.)

N.B. The Editor has not been able to remove the perplexity in the sense of the first three lines of this note. This places in a strong light how important it is to study correctness in embodying our ideas in writing.—(Ed.)

low water spring tides: give this buoy a berth of ½ a cable's length to the westward, and, if thick weather, steer south for the middle buoy of the Patch, which is the third black buoy on your larboard hand, in 2 fathoms low water spring tides; but if clear weather, keep the Rock land in one with High Park mill, steer up in that line; or from the latter buoy, take the southernmost white mill on the north shore, on with St. Paul's: these last marks will also lead you clear all the way up, and carry you to the westward of Crosby Point buoy, so called, which is the fourth black buoy on your larboard hand, situated off the south end of the middle patch, in 2¾ fathoms low-water, spring tides, which bears S.S.E. ½ E. from the middle buoy of the patch, and from the Rock perch N. ½ W. distance 3½ miles. But should you have a turning wind at the time, for your better guidance refer to the chart for the turning marks, and observe the danger on the Burbo bank pointed out thereon. *Vide* turning directions in another part of this memoir.

*With the Wind at W. S. W. to turn in through the Formby Channel into Liverpool, at Neap Tides, with a Vessel drawing 15 feet water.*

From the Fair-way buoy, take the first 1½ hour's flood, stand to the southward, and turn the S.E. land-mark in the southernmost gap in the sand-hills, and the line of the two sea-marks to the northward, where you will have the strength of the flood-tide; the wind at W.S.W. will enable you to haul close round the first red buoy, on your starboard hand, and fetch to the southward off the N. E. black buoy, on your larboard hand, in that channel; when, heave about before you go to the eastward of this buoy, and in stays haul only the after yards, letting the head yards remain square. The ship's head will then come to the N.W. on the larboard tack, and by placing the vessel in that position, you will be able to keep the channel, when the flood tide will take you strong under the lee, and carry you to windward, over the flats, into deeper water and more room. When Houghton mill comes open to the southward of the S. E. mark, you are clear of the Narrows, and the swash-way fairly open; now fill the head-yards, and stand to the westward, until St. Thomas's church, at Liverpool, known by its lofty taper spire, comes open a sail's length to the eastward of the Rock land, then tack, and stand to the southward and eastward, the buoys on that side of the middle patch will be your guide;* and for the

* Notwithstanding the directions here given for turning through the Formby channel into Liverpool, the wind being at W.S.W. at the time, and although I have turned up and down that channel with most winds, in his Majesty's schooner Mullet, drawing near 11 feet water, yet by no means do I recommend a similar undertaking with large ships, except in a case of necessity, when driven on that coast. It is therefore adviseable not to attempt to sail through the Formby channel from the seaward with a large ship, unless you are able to lead through the narrows; to do this the wind must be nothing to the westward of W.N.W.—It is here further remarked, that the narrows in the Formby channel, when that passage is properly buoyed, will be found more spacious and less dangerous than the Rock channel, and every where, except the former, preferable and more roomy for sailing or turning than the Horse channel.

Burbo side, keep the Exchange open to the eastward of the Rock land, or the Old Church instead of the former; and for the entrance of the new deep, St. Paul's open to the eastward of the Rock Perch. Note, the best anchorage in Bootle bay is to the southward of the Bootle marks, and George's Dock-head open to the westward of the Fort, 7 fathoms, and on the Magazines' side there is good anchorage, Seacomb Point half way between the Rock and New Ferry, and M'Dowall's cottage on with the northernmost house on the hill, 6 fathoms, or Twemlow's on with the same house.

*Formby Pool*

Is called by some the Inside Deeps. It has the middle Patch shoal to the westward, and the Formby shore to the eastward. At the north entrance of this pool, you will find 4 fathoms on the chart at low-water, spring tides; and 3 fathoms also half-way between the N.W: and S.E. marks. This pool extends as far southward as to bring Formby mill in one with the S.E. land-mark at the Grange, where there are two houses: it is dry at low-water spring-tides, and seven feet at low-water neap tides. This inlet affords accommodation for anchorage to stop a tide: a vessel may ride here in safety, with good ground tackling, if caught upon that shore blowing strong; for the greatest struggle in riding will be on a flood tide, and while the banks are covered; but this does not last more than two hours before and after high-water, when the surface becomes more smooth. It must be allowed that this Pool is narrow, although not more so, at its entrance, than Hoylake: however, I do not offer it as an anchorage in common, but only in a case of emergency, when a vessel is driven on that shore, either by night or day, in which case it is deserving attention, as a place where a vessel may shelter; and if unfortunately she should part, and go on shore, not only the lives of the people will be less endangered, but ship and cargo stand a better chance of being saved, than any where else along this coast. Therefore, to sail to the southward out of this pool, from the anchorages marked on the chart, the wind being northerly, weigh at high water by the shore, cast the vessel's head to the westward; for the deepest water, steer south till you bring Formby new mill in one with the S. E. mark, then Bidston mill is just open to the westward of Bidston light-house, when, steer in that direction, and it will carry you two cable's length to the southward of Crosby Point buoy,* on your starboard hand, when steer up: *vide* the sailing directions for Formby channel. I have often sailed in and out of this pool by the same marks.

* Crosby Point buoy, so called on the chart, where it is now placed, is too far to the eastward, in the bight of the elbow, formed by Crosby Point sand to the southward, and by the western extremity of the Middle Patch to the northward; it therefore requires to be removed a cable's length to the westward, into 3½ fathoms low-water spring-tides. By a reference to the chart, it will be seen that this buoy is 3½ miles distant from the Rock Perch, and is at present the southernmost buoy in that channel: it is therefore adviseable to place another buoy off Crosby Point sand, a little to the southward of the west entrance of the Alt river, in 5 fathoms low-water spring-tides.

## ASTRONOMICAL OBSERVATIONS, &c.

*The several Meridians here given, were laid down from a set of astronomical observations, made by me at Liverpool and its neighbourhood, viz.*

| | *Latitudes North of the Equator.* | *Longitude West of Greenwich.* |
|---|---|---|
| | ° ′ ″ | ° ′ ″ |
| St. Paul's Church ..... | 53 22 41 | 2 54 15 |
| Formby Point ..... | 53 31 11 | 2 59 56 |
| Bidston Light ..... | 53 22 11 | 2 59 15 |
| Floating Light ..... | 53 25 31 | 3 11 15 |
| Variation of the Needle ..... | | West 24 54 31 |

A geographical mile is computed at 6120, and a statute mile 5280 feet. The scale on the chart is measured according to the nautical mile, 6078 feet, and the distance between St. Paul's church, Liverpool, and Bidston light-house, is 17,972, and 16,360 between the former and the Rock Perch, although the Perch where it now stands has for many years served to point out the channel, yet in the night-time it is of no guidance to the trade coming in from the westward, through the Rock channel: besides which, its height is comparatively low to the sand-hills, and even in the day-time, when looked for at some distance, is shaded under the Rock land.

Therefore, instead of a perch, I would recommend a tower, with a light hoisted on it in the night, which would be guidance to the trade coming in, and by attending to the regular soundings on the Mockbeggar side, would make the Rock channel safe at two hours flood, more especially in dark windy nights.

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The angle o. p. z. in figure 2d, contains three problems, namely, the hour of the day, the latitude of the place, and the Sun's azimuth at the time of observation, taken at the N.W. mark on Formby point, on the 8th July, 1813; in which are given the latitude of the place, the Sun's declination, and the Sun's altitude to find the hour angle o. p. z. in the figure, to which refer.*

| | | | | | |
|---|---|---|---|---|---|
| | ° ′ ″ | ° ′ ″ | | | |
| Three Sights . | 47 29 30 | Co. dec. 67 30 30 | | Co. sea | o 0343 |
| | 47 19 30 | Co. lat. 36 30 00 | | Co. sea | o 2256 |
| | 47 12 00 | | | | |
| | | Differ. 31 00 30 | | | |
| Sum . . . . | 3) 61 00 | Co. alt. 42 27 43 | | | |
| Mean . . . . | 47 20 20 | Differ. ½11 27 13 | — 5 43 36 | Sn. . | 8 9993 |
| Dip 10 feet . | — 3 1 | Sum. ½73 28 13 | 36 44 6 | Sn. . | 9 7767 |
| Refr. in alt. . | — 53 | | | | |
| | | | | Sum . | 19 0359 |
| | 47 16 26 | | | | |
| Sun's semidi. ad. | 15 45 | 19 14 30 | | Sn. | 9 5179½ |
| Sun's parallax ad. | 6 | 2 | | | |
| Sun's true alt. . | 47 32 17 | 38 29 00 motion, or 2h. 33m. 55s. in time P.M. | | | |

Hence it follows, the observation will answer also for 9h. 26m. 5s. A.M.

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* See page 53.

Of all the methods for determining the latitude at sea, the following will be found the most simple, and the triangle in the figure shews its correctness: the hour from noon is first found as page 240: the next problem to find the latitude at the time of observation. Here then three things are given, namely, the hour, the Sun's declination, and the Sun's altitude, to find the co. latitude of Formby Point, P. Z. in the figure, to which refer.*

| | | | | | |
|---|---|---|---|---|---|
| As Rad. . . . . | 90 00 | 10 0000 | As the sn. sun's decl. | 22 30 00 | 9 4171 |
| is to the co. sn. hour, | 38 29 | 9 8036 | is to sn. sun's alt. | 47 32 17 | 9 8679 |
| So is co. tan. sun's decl. | 22 30 | 10 3827 | So is co. sn. 1st arc | 62 5 30 | 9 6704 |
| To the tan. 1st arc. | 62 5 30 | 10 2763 | To co. sn. 2d arc | 25 33 25 | 9 9554 |
| | | | Co. latitude of | 36 32 5 | Formby Point. |

The following work is an Azimuth taken for finding the variation of the needle, on the sand hills near the Rock land, on the 8th July, 1812, when the Sun's height was 9 degrees above the horizon. I insert it to prove this, or for similar ones to be wrought by it.

| | | | | | |
|---|---|---|---|---|---|
| Co. alt. . . . . | 81 14 00 | | Co. sea | 0 0087 | |
| Co. lat. . . . . | 36 35 30 | | Co. sea | 0 2246 | |
| Differ. . . . . | 44 38 30 | | | | |
| Co. dec. . . | 67 30 00 | | | | |
| Differ. . . . . | ½22 51 30 | 11 25 45 | Sn. . . | 9 2965 | |
| Sum . . . . . | ½112 08 30 | 56 4 15 | Sn. . . | 9 9189 | |
| | | | | 19 4487 | |
| | 31 52 30 | | Sn. . . | 9 7243½ | |
| | 2 | | | | |
| Sun's true Azimuth . . . . . | 63 45 00 | | | | |
| Magnetic Azimuth . . . . . | 38 50 29 | | | | |
| Variation of the Needle . . | 24 54 31 | Westwardly. | | | |

I also made observations on the Polar Star in November, 1812, and in January and July, 1813, and found the angle between High Park Mill and the Polar Star 122° 6′ 30″. The result of these observations are, that the Polar Star is nearly 25 degrees east of the meridian of St. Paul's church, Liverpool, and High Park Mill, from which places similar observations may be made. For the line of their meridian, refer to page 52.

*T. E.*

* See page 52.

# STATE PAPERS.

## TREATY WITH AMERICA.

SUPPLEMENT TO THE LONDON GAZETTE OF TUESDAY, THE 14TH OF MARCH.

WEDNESDAY, MARCH 15.

FOREIGN-OFFICE, MARCH 14.

THE Honourable Captain Maude, of H. M. S. Favourite, arrived at this office at half-past nine last night, being the bearer of the Ratification, by the President and Senate of the United States of America, of the Treaty of Peace concluded at Ghent between his Majesty and the said United States, on the 24th of December last; of which Treaty the following is a copy:—

*A Treaty of Peace and Amity between his Britannic Majesty and the United States of America; signed at Ghent, December* 24, 1814.

His Britannic Majesty and the United States of America, desirous of terminating the war which has unhappily subsisted between the two countries, and of restoring, upon principles of perfect reciprocity, peace, friendship, and good understanding between them, have, for that purpose, appointed their respective Plenipotentiaries; that is to say, his Britannic Majesty on his part has appointed the Right Honourable James Lord Gambier, late Admiral of the White, now Admiral of the Red Squadron of his Majesty's Fleet; Henry Goulburn, Esq. a Member of the Imperial Parliament, and under Secretary of State; and William Adams, Esq. Doctor of Civil Laws—And the President of the United States, by and with the advice and consent of the Senate thereof, has appointed John Quincey Adams, James A. Bayard, Henry Clay, Jonathan Russel, and Albert Gallatin, Citizens of the United States; who, after a reciprocal communication of their respective full powers, have agreed upon the following Articles:—

ARTICLE I.—There shall be a firm and universal peace between his Britannic Majesty and the United States, and between their respective countries, territories, cities, towns, and people, of every degree, without exception of places or persons. All hostilities both by sea and land shall cease, as soon as this treaty shall have been ratified by both parties, as hereinafter mentioned. All territory, places, and possessions whatsoever, taken by either party from the other during the war, or which may be taken after the signing of this Treaty, excepting only the islands hereafter mentioned, shall be restored without delay, and without causing any destruction, or carrying away any of the artillery, or other public property, originally captured in the said forts or places, and which shall remain therein upon the exchange of the Ratifications of this Treaty, or any slaves or other private property. And all archives, records, deeds, and papers, either of a public nature, or belonging to private persons, which in the course of the war may have fallen into the hands of the officers of either party, shall be, as far as may be practicable, forthwith restored, and delivered to the proper authorities and persons to whom they respectively belong.

Such of the islands in the Bay of Passamaquoddy as are claimed by both parties, shall remain in the possession of the party in whose occupation they may be at the time of the exchange of the ratifications of this Treaty, until the decision respecting the title to the said islands shall have been made, in conformity with the Fourth Article of this Treaty.

No disposition made by this Treaty, as to such possession of the islands and territories claimed by both parties, shall in any manner whatever be construed to affect the right of either.

ART. II.—Immediately after the ratifications of this Treaty by both parties, as hereinafter mentioned, orders shall be sent to the armies, squadrons, officers, subjects, and citizens of the two Powers, to cease from all hostilities; and to prevent all causes of complaint, which might arise on account of the prizes which may be taken at sea after the said ratifications of this Treaty, it is reciprocally agreed, that all vessels and effects which may be taken after the space of twelve days from the said ratifications, upon all parts of the coast of North America, from the latitude of 23 degrees north, to the latitude of 50 degrees north, and as far eastward in the Atlantic Ocean as the 36th degree of west longitude from the meridian of Greenwich, shall be restored on each side. That the time shall be 30 days in all other parts of the Atlantic Ocean north of the equinoctial line or equator; and the same time for the British and Irish Channels, for the Gulf of Mexico, and all parts of the West Indies: 40 days for the North Seas, for the Baltic, and for all parts of the Mediterranean: 60 days for the Atlantic Ocean south of the equator, as far as the latitude of the Cape of Good Hope: 90 days for every other part of the world south of the equator: and 120 days for all other parts of the world, without exception.

ART. III.—All prisoners of war taken on either side, as well by land as by sea, shall be restored as soon as practicable after the ratifications of this Treaty as hereinafter mentioned, on their paying the debts which they have contracted during their captivity. The two contracting parties respectively engage to discharge in specie the advances which may have been made for the other for the sustenance and maintenance of such prisoners.

ART. IV.—Whereas it was stipulated by the Second Article in the Treaty of Peace of 1783, between his Britannic Majesty and the United States of America, that the boundary of the United States should comprehend "all islands within twenty leagues of any part of the shores of the United States, and lying between lines to be drawn due east from the points where the aforesaid boundaries between Nova Scotia on the one part, and East Florida on the other, shall respectively touch the Bay of Fundy and the Atlantic Ocean, excepting such islands as now are, or heretofore have been, within the limits of Nova Scotia;" And whereas the several islands in the Bay of Passamaquoddy, which is part of the Bay of Fundy, and the island of Grand Menan, in the said Bay of Fundy, are claimed by the United States, as being comprehended within their aforesaid boundaries, which said islands are claimed as belonging to his Britannic Majesty, as having been at the time of, and previous to the aforesaid Treaty of 1783, within the limits of the province of Nova Scotia; in order, therefore, finally, to decide upon these claims, it is agreed that they shall be referred to two commissioners, to be appointed in the following manner; viz.—One commissioner shall be appointed by his Britannic Majesty, and one by the President of the United States, by and with the advice and consent of the Senate thereof; and the said two commissioners so appointed, shall be sworn impartially to examine and decide upon the said claims, according to such evidence as shall be laid before them on the part of his Britannic Majesty and of the United States respectively. The said commissioners shall meet at St. Andrews, in the province of New Brunswick, and shall have power to adjourn to such other place or places as they shall think fit. The said commissioners shall, by a declaration or report under their hands and seals, decide

to which of the two contracting parties the several islands aforesaid do respectively belong, in conformity with the true intent of the said Treaty of Peace of 1783; and if the said commissioners shall agree in their decision, both parties shall consider such decision as final and conclusive.

It is further agreed, that in the event of the two commissioners differing upon all or any of the matters so referred to them, or in the event of both or either of the said commissioners refusing or declining, or wilfully omitting to act as such, they shall make jointly or separately, report or reports, as well to the government of his Britannic Majesty, as to that of the United States, stating in detail the points on which they differ, and the grounds upon which their respective opinions have been formed, or the grounds upon which they, or either of them, have so refused, declined, or omitted to act. And his Britannic Majesty and the Government of the United States hereby agree to refer the report or reports of the said commissioners to some friendly sovereign or state, to be then named for that purpose, and who shall be requested to decide on the differences which may be stated in the said report or reports, or upon the report of one commissioner, together with the grounds upon which the other commissioner shall have refused, declined, or omitted to act, as the case may be. And if the commissioner so refusing, declining, or omitting to act, shall also wilfully omit to state the grounds upon which he has so done, in such manner that the said statement may be referred to such friendly sovereign or state, together with the report of such other commissioner, then such sovereign or state shall decide, *ex parte*, upon the said report alone; and his Britannic Majesty and the Government of the United States engage to consider the decision of such friendly sovereign or state, to be final and conclusive on all the matters so referred.

ART. V.—Whereas neither that point of the highlands lying due north from the source of the river St. Croix, designated in the former Treaty of Peace between the two powers as the north-west angle of Nova Scotia, nor the north-westernmost head of Connecticut River have yet been ascertained; and whereas that part of the boundary line between the dominions of the two powers, which extends from the source of the river St. Croix, directly north to the above-mentioned north-west angle of Nova Scotia, thence along the said Highlands which divide those rivers that empty themselves into the River St. Lawrence, from those which fall into the Atlantic Ocean to the north-westernmost head of Connecticut River, thence down along the middle of that river to the 45th degree of north latitude, thence by a line due west on said latitude until it strikes the river Iroquois or Cataraguy, has not yet been surveyed, it is agreed that, for these several purposes, two commissioners shall be appointed, sworn, and authorised to act exactly in the manner directed with respect to those mentioned in the next preceding article, unless otherwise specified in the present article. The said commissioners shall meet at St. Andrews, in the province of New Brunswick, and shall have power to adjourn to such other place or places as they shall think fit. The said commissioners shall have power to ascertain and determine the points above-mentioned, in conformity with the provisions of the said Treaty of Peace of 1783; and shall cause the boundary aforesaid, from the source of the River St. Croix, to the River Iroquois or Cataraguy, to be surveyed and marked according to the said provisions; the said commissioners shall make a map of the said boundary, and, annexed to it, a declaration under their hands and seals, certifying it to be the true map of the said boundary, and particularizing the latitude and longitude of the north-west angle of Nova Scotia, of the north-westernmost head of Con

necticut River, and of such other points of the said boundary as they may deem proper. And both parties agree to consider such map and declaration as finally and conclusively fixing the said boundary. And in the event of the said two commissioners differing, or both, or either of them, refusing, declining, or wilfully omitting to act, such reports, declarations, or statements, shall be made by them, or either of them, and such reference to a friendly sovereign or state shall be made in all respects, as in the latter part of the Fourth Article is contained, and in as full a manner as if the same was herein repeated.

ART. VI.—Whereas by the former Treaty of Peace, that portion of the boundary of the United States from the point where the 45th degree of north latitude strikes the river Iroquois or Cataraguy, to the Lake Superior, was declared to be "along the middle of the said river into Lake Ontario, through the middle of the said lake, until it strikes the communication by water between that lake and Lake Erie, thence along the middle of the said communication into Lake Erie, through the middle of the said lake, until it arrives at the water communication into the Lake Huron, thence through the middle of the said lake to the water communication between that lake and Lake Superior;" and whereas doubts have arisen what was the middle of the said river, lakes, and water communications, and whether certain islands lying in the same were within the dominions of his Britannic Majesty or of the United States. In order, therefore, finally to decide these doubts, they shall be referred to two commissioners, to be appointed, sworn, and authorised to act exactly in the manner directed with respect to those mentioned in the next preceding article, unless otherwise specified in this present article. The said commissioners shall meet, in the first instance, at Albany, in the State of New York, and shall have power to adjourn to such other place or places as they shall think fit. The said commissioners shall, by a report or declaration, under their hands and seals designate the boundary through the said river, lakes, and water communications, and decide to which of the two Contracting Parties the several islands lying within the said rivers, lakes, and water communications, do respectively belong, in conformity with the true intent of the said Treaty of 1783. And both parties agree to consider such designation and decision as final and conclusive. And in the event of the said two commissioners differing, or both or either of them refusing, declining, or wilfully omitting to act, such reports, declarations, or statements, shall be made by them, or either of them, and such reference to a friendly sovereign or state shall be made, in all respects, as in the latter part of the Fourth Article is contained, and in as full a manner as if the same was herein repeated.

ART. VII.—It is further agreed, that the said two last mentioned commissioners, after they shall have executed the duties assigned to them in the preceding article, shall be, and they are hereby authorised upon their oaths, impartially to fix and determine, according to the true intent of the said Treaty of Peace of 1783, that part of the boundary between the dominions of the two powers, which extends from the water communication between Lake Huron and Lake Superior, to the most north-western point of the Lake of the Woods; to decide to which of the Two Parties the several islands lying in the lakes, water communications, and rivers, forming the said boundary, do respectively belong, in conformity with the true intent of the said Treaty of Peace of 1783, and to cause such parts of the said boundary as require it, to be surveyed and marked. The said commissioners shall, by a report or declaration, under their hands and seals, designate the boundary aforesaid.

state their decision on the points thus referred to them, and particularize the latitude and longitude of the most north-western point of the Lake of the Woods, and of such other parts of the said boundary as they may deem proper. And both parties agree to consider such designation and decision as final and conclusive. And in the event of the said two commissioners differing, or both, or either of them, refusing, declining, or wilfully omitting to act, such reports, declarations, or statements, shall be made by them, or either of them, and such reference to a friendly sovereign or state shall be made in all respects as in the latter part of the Fourth Article is contained, and in as full a manner as if the same was herein repeated.

ART. VIII.—The several boards of two commissioners, mentioned in the four preceding articles, shall respectively have power to appoint a secretary, and to employ such surveyors or other persons as they shall judge necessary. Duplicates of all their respective reports, declarations, statements and decisions, and of their accounts, and of the journal of their proceedings, shall be delivered by them to the agents of his Britannic Majesty, and to the agents of the United States, who may be respectively appointed and authorized to manage the business on behalf of their respective Governments. The said commissioners shall be respectively paid in such manner as shall be agreed between the two Contracting Parties, such agreement being to be settled at the time of the exchange of the ratifications of this Treaty. And all other expenses attending the said commissions, shall be defrayed equally by the two parties. And in the case of death, sickness, resignation, or necessary absence, the place of every such commissioner respectively shall be supplied in the same manner as such commissioner was first appointed, and the new commissioner shall take the same oath or affirmation, and do the same duties.

It is further agreed between the two Contracting Parties, that in case any of the islands mentioned in any of the preceding articles, which were in the possession of one of the parties prior to the commencement of the present war between the two countries, should, by the decision of any of the Boards of Commissioners aforesaid, or of the Sovereign or States so referred to, as in the four next preceding articles contained, fall within the dominions of the other party, all grants of land made previous to the commencement of the war by the party having had such possession, shall be as valid as if such island or islands had, by such decision or decisions, been adjudged to be within the dominions of the party having had such possessions.

ART. IX.—The United States of America engage to put an end, immediately after the ratification of the present Treaty, to hostilities with all the tribes or nations of Indians with whom they may be at war at the time of such ratification, and forthwith to restore to such tribes or nations respectively, all the possessions, rights, and privileges which they may have enjoyed, or been entitled to in 1811, previous to such hostilities. Provided always, that such tribes or nations shall agree to desist from all hostilities against the United States of America, their citizens and subjects, upon the ratification of the present Treaty being notified to such tribes or nations, and shall so desist accordingly.

And his Britannic Majesty engages on his part, to put an end immediately after the ratification of the present Treaty, to hostilities with all the tribes or nations of Indians with whom he may be at war at the time of such ratification, and forthwith to restore to such tribes or nations respectively, all the possessions, rights, and privileges, which they may have enjoyed or been entitled to in 1811, previous to such hostilities. Provided always, that such

tribes or nations shall agree to desist from all hostilities against his Britannic Majesty and his subjects, upon the ratification of the present Treaty being notified to such tribes or nations, and shall so desist accordingly.

ART. X.—Whereas the traffic in slaves is irreconcileable with the principles of humanity and justice, and whereas both his Majesty and the United States are desirous of continuing their efforts to promote its entire abolition, it is hereby agreed that both the Contracting Parties shall use their best endeavours to accomplish so desirable an object.

ART. XI.—This Treaty, when the same shall have been ratified on both sides without alteration by either of the Contracting Parties, and the ratifications mutually exchanged, shall be binding on both parties, and the ratifications shall be exchanged at Washington, in the space of four months from this day, or sooner, if practicable.

In faith whereof, we the respective Plenipotentiaries have signed this Treaty, and have thereunto affixed our seals.

Done in triplicate at Ghent, the twenty-fourth day of December, one thousand eight hundred and fourteen.

(L. S.) GAMBIER.
(L. S.) H. GOULBURN.
(L. S.) WM. ADAMS.
(L. S.) JOHN QUINCEY ADAMS.
(L. S.) J. A. BAYARD.
(L. S.) H. CLAY.
(L. S.) JON. RUSSELL.
(L. S.) ALBERT GALLATIN.

The Ratifications of the above Treaty were duly exchanged at Washington, at eleven P. M. on the 17th ultimo.

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By his Royal Highness the PRINCE OF WALES, REGENT of the United Kingdom of Great Britain and Ireland, in the Name and on the Behalf of his Majesty.

## A PROCLAMATION.

GEORGE P. R.

WHEREAS a Treaty of Peace and Friendship between his Majesty and the United States of America hath been concluded at Ghent, on the twenty-fourth day of December last, and the Ratifications thereof have been duly exchanged: in conformity thereunto, we have thought fit, in the name and on the behalf of his Majesty, hereby to command, that the same be published throughout all his Majesty's dominions: and we do declare to all his Majesty's loving subjects our will and pleasure, that the said Treaty of Peace and Friendship be observed inviolably, as well by sea as land, and in all places whatsoever; strictly charging and commanding all his Majesty's loving subjects to take notice thereof, and to conform themselves thereunto accordingly.

Given at the Court at Carlton House, the Seventeenth Day of March One thousand eight hundred and fifteen, in the Fifty-fifth Year of His Majesty's Reign.

GOD SAVE THE KING.

By his Royal Highness the PRINCE OF WALES, REGENT of the United Kingdom of Great Britain and Ireland, in the Name and on the Behalf of his Majesty.

## A PROCLAMATION,

Declaring the CESSATION of ARMS, as well by Sea as Land, agreed upon between his Majesty and the United States of America, and enjoining the Observance thereof.

GEORGE P. R.

WHEREAS a Treaty of Peace and Amity between his Majesty and the United States of America was signed at Ghent on the twenty-fourth day of December last, by the Plenipotentiaries of his Majesty and the Plenipotentiaries of the United States: and whereas, for the putting an end to the calamities of war, as soon and as far as may be possible, it hath been agreed between his Majesty and the said United States, as follows: that is to say, that immediately after the Ratifications of the said Treaty, friendship should be established between his Majesty and the said United States by sea and land in all parts of the world: and in order to prevent all causes of complaint and dispute which might arise with respect to prizes that might be taken at sea after the said Ratification of the said Treaty; it has also been reciprocally agreed, that all vessels and effects which may be taken after the space of twelve days from the said Ratifications upon all parts of the coasts of North America, from the latitude of 23 degrees North to the latitude of 50 degrees North, and as far eastward in the Atlantic Ocean as the 36th degree of west longitude from the meridian of Greenwich, shall be restored on each side; that the time shall be thirty days in all other parts of the Atlantic Ocean north of the Equinoctial Line or Equator, and the same time for the British and Irish Channels, for the Gulf of Mexico, and all parts of the West Indies; forty days for the North Seas, for the Baltic, and for all parts of the Mediterranean; sixty days for the Atlantic Ocean, south of the Equator, as far as the latitude of the Cape of Good Hope; ninety days for every other part of the world south of the Equator; and one hundred and twenty days for all other parts of the world, without exception: and whereas the Ratifications of the said Treaty were exchanged on the seventeenth day of last month, from which day the several terms above-mentioned, of twelve days, thirty days, forty days, sixty days, ninety days, and one hundred and twenty days, are to be computed: now, in order that the several epochs fixed as aforesaid between his Majesty and the said United States should be generally known and observed, we have thought fit, in the name and on the behalf of his Majesty, and by and with the advice of his Majesty's Privy Council, to notify the same to his Majesty's loving subjects; and we do hereby, in the name and on the behalf of his Majesty, strictly charge and command all his Majesty's officers, both at sea and land, and all other his Majesty's subjects whatsoever, that they forbear all acts of hostility, either by sea or land, against the United States of America, or the citizens thereof, under the penalty of incurring his Majesty's highest displeasure.

Given at the Court at Carlton House, the Seventeenth Day of March, in the Fifty-fifth Year of His Majesty's Reign, and in the Year of our Lord One thousand eight hundred and fifteen.

GOD SAVE THE KING.

# NAVAL HISTORY OF THE PRESENT YEAR, 1815.

*(February—March.)*

## RETROSPECTIVE AND MISCELLANEOUS.

THE events of the past month constitute an ænigma that must baffle all human judgment to solve—events which confound all human calculation as to the sum of good or evil they are pregnant with.

No sooner had the ratification of Peace, on the part of the government of the United States, been received, and Commerce was expected once more to have spread her sails for the mutual benefit of both nations, and the Congress at Vienna had nearly completed the arrangement that was to render permanent the Peace of Europe, than forth steps the Dæmon of Mischief to subvert the hopeful fabric, and renew again the scenes of blood and rapine.

It would be almost impious to suppose, that an almighty, all-wise, and good Being should, but a year ago, have hurled from his throne the greatest tyrant that modern ages have produced, and broken his power, only to reinstate him now, to recommence his career of havock and spoliation. Is it that the demoralized state of France requires further purgation?—or is it but the natural result of the ill-judged clemency of his conquerors—it is, alas! but too evident—they thought themselves treating with a man who could be bound by the ordinary ties of moral obligation!—and he was placed as sovereign of an island, in the neighbourhood, as it were, of countries of which his wife was to hold the sovereignty—and can it be rationally doubted, that, from the first, he had contemplated this arrangement as a step to future darings—the probability of such a consequence possibly suggested the expediency of removing the wily Buonaparte to a greater distance. But he was not thus to be driven from his purpose—his compliance was requested rather than compelled, and it has only afforded him a *pretence*, and hastened the execution of a design which he would otherwise have attempted, perhaps, by a more circuitous plan. Was it to be expected that, in any other character than as an exile in the place assigned him, he could be secured from farther enterprise—a man whom ambition had so depraved—had so involved in the perpetration of crimes, that his mind was necessarily impelled to prospects of future action—to avoid the dreadful retrospect of guilt in its most horrid forms. Nor were such prospects void of promise. He knew he had only to operate on the minds of a people not yet awakened from their exorbitant dreams of Universal sway—that he had only to promise them fresh scenes of Glory—(though in the midst of wretchedness!) to render them restless and dissatisfied with the still government of a mild and benevolent king—at least such was the disposition of a large portion of the people, and of the army generally. Such are his promises—such their expectations—and yet he means not to attack foreign nations, and expects a like forbearance on their part; he only designs to expel the Bourbons—and then to sit down at

quietly for the good of the army, as, for the people, did the king whom they have enabled him to cause to quit his capital. But the Foreign Powers owe it to themselves not to remain his dupes—they owe it to the world to save it by all possible means from the consequences of their mistaken clemency. Let them remember, that "there can be no friendship with the wicked." The traitor Ney, like his prototype Judas, kissed the venerable object of his treachery, when he went forth to betray him!

Our hopes and expectations of a lasting peace were rationally excited by the endeavours of all the powers of Europe to insure it—and our disappointment is indeed great!—but there is no ground for despair—we have opposed the enemy under circumstances infinitely less auspicious—France herself *is* not, *cannot* be, *unanimous* in his support—the benign government of Louis XVIIIth. must have left an impression on the hearts of his people which the iron-hand of the Tyrant will only serve to render more deep and indelible. But we must beware of being wheedled to our ruin—what the enemy wants of power, he will endeavour to make up by craft. Promptitude and vigour are the means which, under Providence, we trust will yet effect the welfare of Europe.—We may meet to poize and ponder the balance of Power—but we are to remember it is a superior hand that holds the scales.

"Buonaparte took his departure from Porto Ferrajo on the 26th February, at nine o'clock in the evening, when the weather was extremely calm, which continued to the 1st March. He got on board a brig, and was followed by four other vessels, such as pinks and feluccas, carrying from 1000 to 1100 men at most, consisting of a small number of Frenchmen, the rest Poles, Corsicans, Neapolitans, and natives of the island of Elba.—These vessels anchored in the roads of the Gulph of Juan, near Cannes, on the 1st of March; the men were landed. Fifty men went the same day to Cannes, where they urged the Mayor to go and take orders from him, whom they named the General in Chief in the Gulph of Juan, but the Mayor absolutely refused; he received immediately orders to provide three thousand rations that same evening.—The same day, fifteen men of the expedition presented themselves before Antibes, demanding to enter it as deserters from the island of Elba. General Baron Corsin, a distinguished soldier, covered with honourable wounds, who was in the command of that place, received them, and disarmed them. A short time afterwards, an officer came to summon the place in the name of Buonaparte; he was arrested and thrown into prison. At last, a third emissary presented himself to the Commandant, to reclaim the fifteen men detained, and to invite him, in the name of Gen. Drouet, to repair to the Gulph of Juan, with the civil authorities; the only answer this embassy received was, being arrested."

It was our intention to have given a continued diary of the progress of Buonaparte from Elba to Paris; but henceforth it exhibits to *our* eyes (with some few exceptions of honourable conduct) such a course of farcical treachery, that we turn from it with disgust. We see Buonaparte at Grenoble, telling the soldiers *opposed* to him, that it had been said he was afraid of death—and immediately exposing his breast to place his life

in their hands;—but death then had laid aside his terrors—had covered his bare bones with good firm flesh; and in the shape of a soldier, multiplied in a thousand distinct forms, had *previously* shaken hands and signed his reprieve, *sine die*. He was not quite so bold when, quitting France, he shunned death, in the disguise of a servant behind his own carriage—such *then* was the courage of this mighty man.

The contrivance of the scheme was intended to impose on the world an idea that, by his mere presence, he subdued and overcame all before him. We heard of 10,000 on this side of him, 20,000 on that—one army behind him, and another before him—but as he approached, they were awed into submission—some indeed seem to have been overcome by the mere *effluvia* of his presence in a distant part—we shall, therefore, bring him into the neighbourhood of Fontainbleau, as quietly as his army did, where the last act of the Farce was performed—to be succeeded by, we fear, a most deep and bloody Tragedy!

"Early on the morning of the 21st, preparations were made on both sides for the encounter which was expected to take place. The French army was drawn up *en etages* on three lines, the intervals and the flanks armed with batteries. The centre occupied the Paris road. The ground from Fontainebleau to Melun is a continual declivity, so that on emerging from the forest you have a clear view of the country before you, whilst, on the other hand, those below can easily descry whatever appears on the eminence. An awful silence, broken only at times by peals of martial music, intended to confirm the loyalty of the troops by repeating the Royal airs of *Vive Henry Quatre, et la Belle Gabrielle*, or by the voice of the Commanders and the march of divisions to their appointed ground, pervaded the King's army. All was anxious expectation; the Chiefs, conscious that a moment would decide the fate of the Bourbon dynasty, and the troops, perhaps, secretly awed at the thought of meeting in hostility the man whom they had been accustomed to obey. On the side of Fontainebleau no sound, as of an army rushing to battle, was heard. If the enemy was advancing, his troops evidently moved in silence. Perhaps his heart had failed him, and he had retreated during the night. If so, France was saved and Europe free. At length a light trampling of horses became audible. It approached: an open carriage, attended by a few hussars and dragoons, appeared on the skirts of the forest. It drove down the hills with the rapidity of lightning: it reached the advanced posts —"*Long live the Emperor*" burst from the astonished soldiery! "*Napoleon! Napoleon the Great!*" spread from rank to rank; for, bareheaded Bertrand seated at his right, and Drouet at his left, Napoleon continued his course, now waving his hand, now opening his arms to the soldiers, whom he called his friends, his companions in arms, whose honour, whose glories, whose country, (the Tyrant said) he now came to restore. All discipline was forgotten, disobeyed, and insulted; the Commanders-in-Chief took flight; thousands rushed on his passage; acclamations rent the sky. At that moment his own guard descended the hill—the Imperial March was played—the eagles were once more displayed, and those whose deadly weapons were to have aimed at each other's life, embraced as bro-

thers, and joined in universal shouts. In the midst of these greetings did Napoleon pass through the whole of the Royal army, and placing himself at its head, pursued his course to Paris. The population of the villages flocked round him; the inhabitants of Paris, informed of his approach, came out to meet him, and at the head of two hundred thousand persons, (to the eternal disgrace of Frenchmen be it said) in the midst of enthusiastic acclamations, did he re-enter the capital, and seat himself in the Palace of Kings.

"The Royal army, at least 100,000 in number, were in the mean time collected at Melun, to oppose his march, and the best spirit seemed to prevail amongst them. A powerful artillery strengthened their positions; and the Court and Officers, confident in the superiority of numbers, and in their good inclinations, had no apprehension of the event."

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The following circular from the Admiralty, dated March 21, has been read to the crews of all his Majesty's ships at Portsmouth:—

"The Lords Commissioners of the Admiralty had hoped that the ratification of the Treaty of Peace with the United States of America would have enabled them to execute without any delay, the intention intimated in their Lordships' general memorandum of the 30th April last, of paying off, whenever that event should take place, the whole fleet, and recommissioning and remanning, by volunteers, the ships which should be thought necessary for a peace establishment: but the critical state in which the affairs of France have been so unexpectedly placed, renders it an indispensable duty on the British Government not suddenly to disarm and leave the most important interests of this country exposed to danger. Their Lordships are, therefore, with great reluctance obliged to keep for some time longer the fleet in commission; and they confidently expect that the seamen and marines will cheerfully acquiesce in a delay, which their Lordships sincerely hope, may be short; but which at all events, the safety and honour of the country, imperiously demand. Their Lordships, however, feel great satisfaction in thinking, that they may proceed in the present system of discharging all seamen who have been in the service previous to the 1st January, 1814, and have since remained in it, unless any petty officers and seamen should volunteer to continue their services at this critical period of affairs; which, considering the great advantages held out to long service by the Order in Council relative to pensins, their Lordships cannot but expect that many will be inclined to do. Whenever the state of affairs will permit, their Lordships will take measures for paying off the fleet with as little delay as may be practicable, and for discharging every petty officer and seaman now serving on board his Majesty's ships."

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The greatest activity prevails at Portsmouth and Plymouth, in fitting out his Majesty's ships for foreign service. Rear admiral Sir Israel Pellew, goes out with Lord Exmouth to the Mediterranean as his first captain of the fleet, and will sail from Portsmouth in a few days.

## Letters on Service,

*Copied verbatim from the* LONDON GAZETTE.

ADMIRALTY-OFFICE, OCTOBER 25, 1814.

THE under-mentioned letters have been transmitted by Vice-admiral Sir Alexander Cochrane, to John Wilson Croker, Esq. *viz.*

From Captain Phillot, of his Majesty's sloop Primrose, dated off Savannah, the 25th of August, stating, that he had run on shore and destroyed with his boats, the American privateer schooner Pike, of Baltimore, mounting twelve 12-pounder carronades, and one long nine, and having on board 85 men, 38 of whom escaped on shore:

From Lieutenant Richard Crawford, acting commander of his Majesty's sloop Wasp, dated at sea, the 28th of August, giving an account of his having recaptured his Majesty's cutter Landrail, taken in the month of July, after a severe action by the American privateer Syren, of seven guns, and 80 men:

From the late Sir Peter Parker, captain of H. M. S. Menelaus, dated off Poole's-island, in the Chesapeake, the 29th of August, stating, that, with the seamen and marines of that ship, he had dispersed a party of the enemy's regulars and militia, assembled for the defence of a large dépôt of stores, on the eastern shore of Maryland, and totally destroying the dépôt, consisting of corn, hemp, and flax, to an immense amount:

From Lieut. Henry Crease, the senior lieutenant of the Menelaus, dated the 6th September, reporting that her boats, under the direction of Lieutenant Pearse, on the 5th, captured, at the head of Bush-river, two large sloops and a schooner, laden with wood; the latter of which was brought out, but the sloops having grounded, were destroyed.

NOV. 19.

*Copy of a Letter from Captain Brine, of H. M. S. Medway, addressed to Vice-admiral Tyler, and transmitted by that Officer to John Wilson Croker, Esq.*

SIR, *H. M. S. Medway, at Sea, July* 12, 1814.

I have the honour to acquaint you, that cruising in the execution of your orders, I this day at seven A.M. fell in with and captured, after a chase of 11 hours, nearly on a wind, the United States brig of war Syren, commanded by Lieutenant N. J. Nicholson, who succeeded to the command by the death of her captain (Parker) at sea. The Syren is pierced for 18 guns, had 16 mounted, *viz.* two 42 and 12 24-pounder carronades, with two long 9-pounders, and had a complement of 137 men: all her guns, boats, anchors, cables, and spars, were thrown overboard during the pursuit. The Syren had received a most complete repair previous to her sailing, and is newly coppered. I have, &c.

*Vice-admiral Tyler, Commander-in-chief, &c.* *A. Brine.*

NOV. 22.

*Copy of a Letter from Captain Milne, of H. M. S. Bulwark, addressed to Rear-admiral Griffith, and transmitted by the latter to J. W. Croker, Esq.*

*H. M. S. Bulwark, off George's Shoal,*

SIR, *October* 23, 1814.

I have the honour to inform you, that the Harlequin privateer schooner of Portsmouth, carrying ten long 12-pounders, with a complement of 115 men, out four days, was captured by his Majesty's ship under my command this day.

I have much satisfaction in having captured this vessel, as she is calcu-

lated to have done much mischief to our trade, being quite new, her first cruise, and fitted with every thing for four months, coppered, copper-fastened, 333 tons, and I think fit for his Majesty's service. I have, &c.

*To E. Griffith, Esq. Rear-admiral, &c.*
*Halifax.*

David Milne.

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Rear-admiral Durham has transmitted to J. W. Croker, Esq. a letter from Captain M'Culloch, of H. M. S. the Barrosa, dated the 29th of September, giving an account of his having captured the American letter of marque schooner Engineer, of eight guns, and 35 men; and also the Friends schooner, of 115 tons, and eight men, bound from St. Augustine's to St. Bartholomew's.

NOV. 26.

*Copy of a Letter from Commodore Sir James Lucas Yeo, Commander-in-chief of his Majesty's Ships and Vessels on the Lakes of Canada, to John Wilson Croker, Esq. dated on board H. M. S. St. Lawrence, at Kingston, 24th September, 1814.*

SIR,

I have the honour to transmit, for the information of the Lords Commissioners of the Admiralty, a copy of a letter from Captain Pring, late commander of his Majesty's brig Linnet.

It appears to me, and I have good reason to believe, that Captain Downie was urged, and his ship hurried into action, before she was in a fit state to meet the enemy.

I am also of opinion that there was not the least necessity for our squadron giving the enemy such decided advantages, by going into their bay to engage them; even had they been successful, it would not in the least have assisted the troops in storming the batteries; whereas, had our troops taken their batteries first, it would have obliged the enemy's squadron to quit the bay, and given our's a fair chance.

I have the honour to be, &c.

James Lucas Yeo.

Commodore and Commander-in-chief.

*United States Ship Saratoga, Plattsburgh-bay,*
SIR, *Lake Champlain, Sept. 12.*

The painful task of making you acquainted with the circumstances attending the capture of his Majesty's squadron, yesterday, by that of the Americans, under Commodore M'Donough, it grieves me to state, becomes my duty to perform, from the ever-to-be-lamented loss of that worthy and gallant officer, Captain Downie, who unfortunately fell early in the action.

In consequence of the earnest solicitation of his Excellency, Sir G. Prevost, for the co-operation of the naval force on this Lake to attack that of the enemy, who were placed for the support of their works at Plattsburg, which it was proposed should be stormed by the troops, at the same moment the naval action should commence in the bay; every possible exertion was used to accelerate the armament of the new ship, that the military movements might not be postponed at such an advanced season of the year, longer than was absolutely necessary.

On the 3d instant, I was directed to proceed in command of the flotilla of gun-boats, to protect the left flank of our army advancing towards Plattsburg, and, on the following day, after taking possession, and paroling the Isle La Motte, I caused a battery of three long 18-pounder guns to be constructed for the support of our position abreast of Little Chazey, where the supplies for the army were ordered to be landed.

The fleet came up on the 8th instant, but for want of stores for the equipment of the guns, could not move forward until the 11th; at daylight we weighed, and at seven were in full view of the enemy's fleet; consisting of a ship, brig, schooner, and one sloop, moored in line, abreast of their encampment, with a division of five gun-boats on each flank; at forty minutes past seven, after the officers commanding vessels and the flotilla had received their final instructions as to the plan of attack, we made sail in order of battle. Captain Downie had determined on laying his ship athwart-hawse of the enemy's, directing Lieutenant M'Ghee, of the Chubb, to support me in the Linnet, in engaging the brig to the right, and Lieutenant Hicks, of the Finch, with the flotilla of gun-boats, to attack the schooner and sloop on the left of the enemy's line.

At eight the enemy's gun-boats and smaller vessels commenced a heavy and galling fire on our line; at ten minutes after eight, the Confiance having two anchors shot away from her larboard bow, and the wind baffling, was obliged to anchor (though not in the situation proposed), within two cables' length of her adversary; the Linnet and Chubb soon afterwards took their allotted stations, something short of that distance, when the crews on both sides cheered, and commenced a spirited and close action; a short time, however, deprived me of the valuable services of Lieutenant M'Ghee, who, from having his cables, bowsprit, and main-boom shot away, drifted within the enemy's line, and was obliged to surrender.

From the light airs and smoothness of the water, the fire on each side proved very destructive from the commencement of the engagement, and with the exception of the brig, that of the enemy appeared united against the Confiance. After two hours severe conflict with our opponent, she cut her cable, run down, and took shelter between the ship and schooner, which enabled us to direct our fire against the division of the enemy's gun-boats and ship which had so long annoyed us during our close engagement with the brig, without any return on our part; at this time the fire of the enemy's ship slackened considerably, having several of her guns dismounted, when she cut her cable, and winded her larboard broadside to bear on the Confiance, who, in vain, endeavoured to effect the same operation; at thirty-three minutes after ten, I was much distressed to observe the Confiance had struck her colours. The whole attention of the enemy's force then became directed towards the Linnet; the shattered and disabled state of the masts, sails, rigging, and yards, precluded the most distant hope of being able to effect an escape by cutting the cable; the result of doing so must, in a few minutes, have been her drifting alongside the enemy's vessels, close under our lee; but in the hope that the flotilla of gun-boats, who had abandoned the object assigned them, would perceive our wants, and come to our assistance, which would afford a reasonable prospect of being towed clear, I determined to resist the then destructive cannonading of the whole of the enemy's fleet, and at the same time despatched Lieutenant H. Drew to ascertain the state of the Confiance. At forty-five minutes after ten, I was apprised of the irreparable loss she had sustained by the death of her brave commander (whose merits it would be presumption in me to extol), as well as the great slaughter which had taken place on board, and observing, from the manœuvres of the flotilla, that I could enjoy no further expectation of relief, the situation of my gallant comrades who had so nobly fought, and even now fast falling

by my side, demanded the surrender of his Majesty's brig entrusted to my command, to prevent a useless waste of valuable lives, and, at the request of the surviving officers and men, I gave the painful orders for the colours to be struck.

Lieutenant Hicks, of the Finch, had the mortification to strike on a reef of rocks, to the eastward of Crab Island, about the middle of the engagement, which prevented his rendering that assistance to the squadron, that might, from an officer of such ability, have been expected.

The misfortune which this day befel us by capture, will, Sir, I trust, apologize for the lengthy detail, which, in justice to the sufferers, I have deemed necessary to give of the particulars which led to it; and when it is taken into consideration that the Confiance was sixteen days before on the stocks, with an unorganized crew, composed of several drafts of men who had recently arrived from different ships at Quebec, many of whom only joined the day before, and were totally unknown either to the officers or to each other, with the want of gun-locks, as well as other necessary appointments not to be procured in this country, I trust you will feel satisfied of the decided advantage the enemy possessed, exclusive of their great superiority in point of force, a comparative statement * of which I have the honour to annex. It now becomes the most pleasing part of my present duty to notice to you the determined skill and bravery of the officers and men in this unequal contest; but it grieves me to state, that the loss sustained in maintaining it has been so great; that of the enemy, I understand, amounts to something more than the same number.

The fine style in which Captain Downie conducted the squadron into action, amidst a tremendous fire, without returning a shot, until secured, reflects the greatest credit to his memory, for his judgment and coolness, as also on Lieutenants M'Ghee and Hicks, for so strictly attending to his example and instructions; their own accounts of the capture of their respective vessels, as well as that of Lieutenant Robertson, who succeeded to the command of the Confiance, will, I feel assured, do ample justice to the merits of the officers and men serving under their immediate command; but I cannot omit noticing the individual conduct of Lieutenants Robertson, Cresswick, and Hornby, and Mr. Bryden, master, for their particular exertion in endeavouring to bring the Confiance's starboard side to bear on the enemy, after most of their guns were dismounted on the other.

It is impossible for me to express to you my admiration of the officers and crews serving under my personal orders; their coolness and steadiness, the effect of which was proved by their irresistable fire directed towards the brig opposed to us, claims my warmest acknowledgments, but more particularly for preserving the same, so long after the whole strength of the enemy had been directed against the Linnet alone. My first lieutenant, Mr. Wm. Drew, whose merits I have before had the honour to report to you, behaved in the most exemplary manner.

By the death of Mr. Paul, acting second lieutenant, the service has been deprived of a most valuable and brave officer; he fell early in the action; great credit is due to Mr. Giles, purser, for volunteering his service on deck, to Mr. Mitchell, surgeon, for the skill he evinced in performing some amputations required at the moment, as well as his great attention to the wounded during the action, at the close of which, the water was nearly a foot about the lower deck, from the number of shot which struck her between wind and water. I have to regret the loss of the boatswain, Mr. Jackson, who was killed a few moments before the action terminated. The assistance I received from Mr. Muckle, the gunner, and also from Mr. Clarke, master's-mate, Messrs, Towke and Sinclair, midshipmen, the latter of whom was wounded in the head, and Mr. Guy, my clerk, will,

* The account of the British force has not been transmitted.

I hope, recommend them, as well as the whole of my gallant little crew, to your notice.

I have much satisfaction in making you acquainted with the humane treatment the wounded have received from Commodore M'Donough; they were immediately removed to his own hospital, on Crab Island, and were furnished with every requisite. His generous and polite attention also to myself, the officers, and men, will ever hereafter be gratefully remembered.

Inclosed I beg leave to return you the return of killed and wounded,

And have the honour to be, &c.

*Dan. Pring,*

Captain, late of H.M. Sloop Linnet.

*A Statement of the Enemy's Squadron engaged with his Majesty's late Squadron on Lake Champlain, 11th September,* 1814.

Ship Saratoga, of 8 long 24-pounders, 12 32-pounder carronades, 6 42-pounder carronades.

Brig Eagle, of 8 long 18-pounders, 12 32-pounder carronades.

Schooner Ticonderago, of 4 long 18-pounders, 10 12-pounders, 3 32-pounder carronades.

Cutter Preble, of 7 long 9-pounders.

Six gun boats, of 1 long 24-pounder, 1 18-pounder carronades, each.

Four gun-boats, of one long 12-pounder each.

Impossible to ascertain the number of men.

*A Return of the Killed and Wounded on board his Majesty's late Squadron in Action with the Enemy's Squadron on Lake Champlain, 11th September,* 1814.

*Confiance*—3 officers, 38 seamen and marines killed; 1 officer, 39 seamen and marines, wounded.

*Linnet*—2 officers, 8 seamen, killed; 1 officer, 13 seamen and marines, wounded.

*Chubb*—6 seamen and marines killed; 1 officer, 15 seamen and marines, wounded.

*Finch*—2 seamen and marines wounded.——*Total*—129.

From the Confiance's crew having been landed immediately after the action, no opportunity has offered a muster. The number stated is the whole as yet ascertained to have been killed and wounded.

*Names of the Officers Killed and Wounded.*

Killed.—*Confiance*—G. Downie, captain; A. Anderson, captain of royal marines; W. Gunn, midshipman.

*Linnet*—W. Paul, acting lieutenant; C. Jackson, boatswain.

Wounded.—*Confiance*, —— Lee midshipman.

*Linnet*—J. Sinclair, midshipman.

*Chubb*—J. M'Ghee, lieutenant.

DECEMBER 17,

The letters under-mentioned have been transmitted by Rear-Admiral Hotham to John Wilson Croker, Esq.

From Captain Sir William Bolton, of His Majesty's ship Forth, dated off Sandy-Hook, the 22d September, stating that, on the 19th, the boats of that ship, under the direction of Lieutenant Neville, captured by boarding, and afterwards destroyed, at the mouth of Little Egg Harbour, the American letter of marque brig Regent, of five guns and thirty-five men. Lieutenant Neville and one British seaman were wounded: the enemy had two killed and two wounded:

From Captain Pym, of His Majesty's ship Niemen, dated off the River Delaware, the 30th, September, giving an account of his having, on the 18th, captured the American schooner privateer Dædalus, of two guns:

And from Captain Lumley, of His Majesty's ship Narcissus, dated off Negro Head, the 13th October, stating that, on that day, the boats of the Narcissus and Dispatch, under Lieutenant Scott, of the former, brought out from under the fire of the battery and of a number of militia, the American revenue schooner Eagle, pierced for ten guns, but only two mounted

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*A List of Vessels captured, burnt, and destroyed by the Squadron under the Orders of Rear-Admiral the Honourable Henry Hotham, as reported to him between the 6th August and 9th October,* 1814.

American sloop Sally, captured by the Nimrod. American sloop Fair Play, captured by the Nimrod. American sloop Elenor, captured by the Nimrod. American schooner, name unknown, captured by the Nimrod. American sloop, name unknown, captured by the Nimrod. American sloop Sally, captured by the Nimrod. American schooner Mink, captured by the Nimrod. American sloop Delight, captured by the Nimrod. American schooner Edward and Mary, captured by the Nimrod. American sloop Jane, captured by the Nimrod. American schooner Industry, captured by the Nimrod. American schooner, name unknown, captured by the Nimrod. American schooner Fly, captured by the Nimrod. American schooner Maria, captured by the Nimrod. American sloop Enterprize, captured by the Nimrod. American schooner Elegant, captured by the Nimrod. American schooner Hornet, captured by the Nimrod. American schooner Peggy, captured by the Nimrod. American sloop Eagle, captured by the Nimrod. American schooner Dove, captured by the Nimrod. American schooner Dromo, captured by the Nimrod. American schooner boat Sailor's Rights, captured by the Nimrod. American schooner Trial, captured by the Nimrod. American sloop Swallow, captured by the Nimrod. American sloop Lord Wellington, captured by the Nimrod. American sloop Trimmer, captured by the Nimrod. American schooner Betsey, captured by the Nimrod. American sloop Young Fox, captured by the Nimrod. American schooner Lively, captured by the Nimrod. American schooner Maria, captured by the Nimrod. American schooner Godfly, captured by the Nimrod. American schooner Corn Sheaf, captured by the Nimrod. American sloop Niobe, captured by the Nimrod. American schooner Willing Maid, captured by the Nimrod. American schooner boat Sailor's Resource, captured by the Nimrod. American schooner boat Troy, captured by the Nimrod. American schooner boat Martha, captured by the Nimrod. American schooner boat Fly by Night, captured by the Nimrod. American sloop Financier, captured by the Saturn. American schooner Arno, captured by the Pomone. American sloop John and James, captured by the Pomone. American sloop Grampus, captured by the Pomone. American schooner Primrose, captured by the Pomone. American schooner Sally, captured by the Pomone. American schooner Enterprize, captured by the Pomone. American sloop Lively, captured by the Pomone. American schooner Nancy, captured by the Dispatch. American schooner Highflyer, captured by the Loire. American sloop Liberty, captured by the Loire. American sloop Nancy, captured by the Loire. American schooner William, captured by the Loire. American schooner Good Hope, captured by the Loire. American sloop Emperor Napoleon, captured by the Loire. American schooner Hound, captured by the Niemen. American schooner James Philip, captured by the Niemen. American sloop Flask, captured by the Niemen. American schooner Hibernia, captured by the Niemen.

American schooner Enterprize, captured by the Niemen. American schooner James, captured by the Niemen. American sloop Regulator, captured by the Niemen. American sloop Betsey, captured by the Saturn. Two American ships, names unknown, captured by the Narcissus. Two American schooners, names unknown, captured by the Forth. American sloop Nancy, captured by the Forth. American brig Endeavour, captured by the Forth. American schooner Caty, captured by the Forth. American brig Mary and Eliza, captured by the Forth. American sloop Sally, captured by the Pomone. American sloop Chauncy, captured by the Pomone. American sloop Hussar, captured by the Pomone. American sloop Two Friends, captured by the Pomone. American sloop Nancy, captured by the Pomone. American sloop Maid of the Oaks, captured by the Pomone. American sloop Mercantile, captured by the Pomone. American sloop Fair American, captured by the Pomone. American sloop Herald, captured by the Pomone. American sloop Oneida, captured by the Pomone. American sloop Hope, captured by the Pomone. American sloop Two Friends, captured by the Pomone. American sloop Importer, captured by the Superb. American sloop Emperor, captured by the Loire.

*Henry Hotham,*

Commodore.

DECEMBER 24.

The Hon. Rear-Admiral Fleming, has transmitted to John Wilson Croker, Esq. a letter from Captain Wise of his Majesty's ship Granicus, giving an account of his having, on the 2d instant, off Cape Spartel, captured the American schooner privateer Leo, of 6 guns and 76 men.

FEBRUARY 11.

Vice-Admiral Sir S. Hood, G. C. B. Commander in Chief of His Majesty's ships in the East Indies, has, in a letter to J. W. CROKER, Esq. dated at Madras, the 27th September last, reported the capture of the American privateer Hyder Ally, having on board twelve guns and thirty men, by His Majesty's ship Owen Glendour, after a chace of ten hours, near the Nicobar islands, in the month of May.

This vessel had shortly before been chaced for three days by His Majesty's ship Salsette, but succeeded in escaping from her.

FEBRUARY 18.

*Copy of a Letter from Rear-Admiral the Hon. Sir H. Hotham, K. C. B. to John Wilson Croker, Esq. dated on board H. M. S. Superb, at anchor before New London, Jan. 23.*

SIR,

I have the honour to request you will be pleased to lay the inclosed copy of a letter and its inclosures, which I have this day addressed to Vice-Admiral Sir Alexander Cochrane, the commander-in-chief, detailing the capture of the United States' ship President, on the 15th instant, under the circumstances therein mentioned, before the Lords Commissioners of the Admiralty, with which, in his absence, I have directed Lieut. Hare, commanding his Majesty's schooner, Picton, to proceed forthwith to England for their Lordships' information.

I have the honour to be, &c.

*Henry Hotham,*

Rear-admiral.

SIR, *Superb, at Anchor, before New London, Jan. 23.*

I have the honour to acquaint you with the capture of the United States' ship, President, on the 15th instant, by the force described in the margin,*

* Majestic, Capt. Hayes; Tenedos, Capt. Hyde Parker; Endymion, Capt. Hope; Pomone, Capt. Lumley.

which I collected off the Bar of New York, under the direction of Captain Hayes. She and the Macedonian armed brig, of 420 tons, loaded with provisions, sailed on the preceding evening, under the command of Commodore Decatur: but the present season of the year, and the dark nights, of which he availed himself, have not enabled him to elude the vigilance of Captain Hayes, and the Commanders of his Majesty's ships under his orders, who have well discharged the important duty I assigned to them: and I beg leave to offer you my congratulations on the design of the American Government being defeated. You will perceive by the reports Captain Hayes has delivered to me (copies of which I do myself the honour to transmit to you herewith), the ardour displayed by Captain Hope in the pursuit, the intrepidity with which he brought the enemy's ship to close action, and the undaunted spirit with which the Endymion's inferior force was singly employed for the space of two hours and a half, leaving honourable evidence of judgment in the position she was placed in, and of the destructive precision of her fire, in the sinking state of her antagonist, the heavy loss sustained by him, and his inability to make further resistance when the Pomone arrived up with him; while the loss and damage sustained by the Endymion was comparatively small: and although the distinguished conduct of Captain Hope, his officers, and ship's company, can derive no additional lustre from my commendation, I cannot withhold my tribute of applause: nor can I refrain from assuring you, that the judicious conduct of Captain Hayes, in the direction of the force entrusted to his orders, and the exertions exhibited by him and by Captains Parker, Hope, and Lumley, have justified the confidence I had placed in their zeal, and have rendered them worthy of your approbation. I have the honour to be, &c.

*Henry Hotham*,
Rear-Admiral.

*To the Hon. A. Cochrane, K. B.*
*Commander-in-Chief, &c.*

*Majestic, at Sea, Jan.* 17, 1815, *lat.* 39 *min.* 43 *deg. N. long.* 7 *min.* 53 *deg. W.*

SIR,

I have the honour to acquaint you, that notwithstanding my utmost endeavours to keep the squadron committed to my charge close in with Sandy Hook, agreeably to your directions, for the purpose of preventing the escape of the United States' ship, President, and other vessels ready for sea at Staten Island, we were repeatedly blown off by frequent gales; but the very great attention paid to my orders and instructions by the respective Captains, in situations difficult to keep company, prevented separation; and whenever the wind did force us from the coast, I invariably, on the gale moderating, placed the squadron on that point of bearing from the Hook I judged it likely, from existing circumstances, would be the enemy's track; and it is with great pleasure I have now to inform you of the success of the squadron, in the capture of the United States' ship President, Commodore Decatur, on Sunday night, after an anxious chase of 18 hours.

On Friday, the Tenedos joined me, with your order to take Captain Parker in that ship under my command; we were then in company with the Endymion and Pomone, off the Hook, and in sight of the enemy's ships; but that night the squadron was blown off again in a severe snow-storm. On Saturday, the wind and weather became favourable for the enemy, and I had no doubt but he would attempt his escape that night; it was impossible, from the direction of the wind, to get in with the Hook, and, as before stated (in preference to closing the land to the southward), we stood away to the northward and eastward, till the squadron reached the supposed track of the enemy; and what is a little singular, at the very instant of arriving at that point, an hour before day-light, Sandy Hook bearing W. N. W. fifteen leagues, we were made happy by the sight of a ship and brig standing to the southward and eastward, and not more than two miles on the Majestic's weather bow; the night-signal for a general chase was made, and promptly obeyed by all the ships.

In the course of the day, the chace became extremely interesting by the endeavours of the enemy to escape, and the exertions of the Captains to get their respective ships alongside of him; the former by cutting away his anchors, and throwing overboard every moveable article, with a great quantity

of provisions, and the latter by trimming their ships in every way possible to effect their purpose. As the day advanced, the wind declined, giving the Endymion an evident advantage in sailing; and Captain Hope's exertions enabled him to get his ship alongside of the enemy, and commence close action, at half an hour past five o'clock in the evening, which was continued with great gallantry and spirit on both sides, for two hours and a half, when the Endymion's sails being cut from the yards, the enemy got a-head; Captain Hope taking this opportunity to bend new sails to enable him to get his ship alongside again, the action ceased, till the Pomone getting up at half past eleven at night, and firing a few shots, the enemy hailed to say, she had already surrendered.

The ship on being taken possession of, proved to be the President, as above stated, commanded by Commodore Decatur. The vessel in company with her was the Macedonian brig,* which made her escape by very superior sailing.

And now, Sir, a very pleasing part of my duty is the bearing testimony to the able and masterly manner in which the Endymion was conducted, and the gallantry with which she was fought; and when the effect produced by her well-directed fire upon the President is witnessed, it cannot be doubted but that Captain Hope would have succeeded in either capturing or sinking her, had none of the squadron been in sight.

For your further information I have the honour to enclose Captain Hope's letter, with a return of killed and wounded on board the Endymion. I have not yet been able to ascertain the loss of the President, but I believe it to be much greater than the Endymion's, and she had six feet water in the hold when taken possession of; both ships were very much cut in masts and rigging, and had the present most severe gale commenced twelve hours sooner, the prize would undoubtedly have sunk: as soon as the weather will permit a communication, I shall procure further particulars, and then send the Endymion and Pomone, with the prize and prisoners, to Bermuda.

I have the honour to be, &c.

*Rear Admiral the Hon. Sir H. Hotham, &c.* *John Hayes,*
Captain.

P. S. The ships having parted company in the gale, no further particulars have been obtained.

Number of persons of all descriptions on board the President previous to the action, about 490.

*Number and Calibre of her Guns.*

Main deck, 30 long 24-pounders.—Quarter deck, 14 42-pounder carronades, 1 long 24-pounder, 1 24-pounder howitzer.—Fore-castle, 6 42-pounder carronades, 1 long 24-pounder.—Foretop, 2 brass 6-pounders.—Maintop, 2 brass 6-pounders.—Mizentop, 2 smaller guns.—Total 59.

SIR, *His Majesty's Ship Endymion, at Sea, Jan. 15, 1815.*

I enclose a return of the killed and wounded, and I have great pleasure in bearing testimony of the very great assistance I received from the Senior Lieutenant, Morgan, during the whole day's proceedings; together with the cool and determined bravery of my officers and ship's company, on this fortunate occasion. Where every individual has so conspicuously done his duty, it would be injustice for me to particularize, but I trust the loss and damage sustained by the enemy's frigate, will shew the steady and well directed fire kept up by his Majesty's ship under my command. Although our loss has been severe, I am happy to state that it is trifling when compared with that of the enemy.

I have the honour to be, &c.

*To J. Hayes, Esq. Capt. of H.M.S. Majestic, and Senior Officer, off New York.* *H. Hope.*

* A merchant ship laden with provisions.

*List of Killed and Wounded on board his Majesty's ship Endymion, in action with the United States ship President, on the 15th of January, 1815.*

KILLED.—J. Read, quarter-master; S. Murphy, captain of the maintop; J. Fair, ordinary seaman; W. Ash, landman; M. Norton, able seaman; H. Jenkins, able seaman; R. Mitchell, able seaman; R. Annard, quarter gunner; P. Connell, landman; W. Hope, landman; J. Smith, serjeant of marines.—Total 11.

WOUNDED.—J. Ensley, carpenter's mate, severely; J. Donovan, gunner's mate, severely; T. Duff, captain of the after-guard, dangerously; W. Lane, trumpeter, dangerously; J. Bailey, quarter-gunner, severely; J. Goodhall, able seaman, slightly; J. Eagan, landman, slightly; W. Mitford, landman, slightly; R. Jutling, landman, slightly; R. Lyons, landman, severely; T. Weeks, able seaman, slightly; J. Cole, ordinary seaman, severely; J. Price, private marine, severely; J. Evans, private marine, slightly;—Total, 14.

## Promotions and Appointments.

Admiral Sir Joseph Sydney Yorke and Mr. Widby have been presented with the freedom of the borough of Plymouth.

### Captains, &c. appointed.

John Bowles, to the Eurotas, *vice* Bloye; Robert Bloye, to the Tay; Francis Fead, to act in the Ætna bomb; W. G. C. Kent, to act in the Traave, *vice* Money; Henry Shiffner, to the Sphynx.

Captain Withers, to be agent for transports at the Island of Bermuda.

### Lieutenants, &c. appointed and promoted.

John Archer, to the Insolent, Benjamin Argent, James Richard Auchenleck, John William Aldridge, James Avery, Charles Autridge, Thomas F. Appleby, Charles Atkison, John Adams, W. E. Atkinson, Edward Ackland, George T. Airey, William Richard Ashby, James H. Andoe, Henry Alexander, James Richard Allen, William Brander; to the Insolent, William Borrowman, Arthur Breary, Edward Blanckley, Charles Browne, Francis Brodie, Thomas Baker, Henry Baillie, Thomas H. Bowker, Joseph Beesom, John Bannantyne, Thomas Benn, Grosvenor Bunster, Charles W. Bowyer, William Brooks, Thomas Bunce, James Britton, John Wolland Bake, Richard Bowden, Thomas Brice, George Bayly, George Bland, J. L. Bishop, William Barnard, Charles Batten, Garrett Barry, John Bundock, Charles Byne, Charles Bruce, H. W. Boyce, Henry Birch, Peter Barnes, Thomas Brittonshaw, Moses Cadenhead, Charles Chinnery, Thomas Cole. Thomas Cowley, H. J. Carr, Thomas Cook, James Cameron, Samuel Collis, Frederick Coppin, Richard Charlston, Thomas H. Crockford, Richard Compton, Henry Clarke, James Carter, William Creak, Henry Cox, Samuel Chave, Thomas S. Crosby, Ross Connor, to the Pheasant, William John Cole, to the Rhin, James Cowan, Law Charlesson, Thomas Coleman, Frederick Alexander Cope, C. W. Clubley, Robert Cross, John Downey, Henry Dennis, Abraham Docking, W. R. Davis, Thomas Draper, John How Deane, Peregrine C. Davis, Richard Daniel, Frank Dornford, Anthony Daly, Robert Davis, Robert Y. M. Darracott, Henry Douglas, Octavius Dunstan, Everard Digby, James Duffus, Bartholomew Day, Robert Delap, John Eveleigh, to the Spey, Thomas Evans (3), James B. Elliot, Richard English, Thomas Eve, Thomas Else, Samuel Featherstone, Henry Forman, James Fox, Richard Fairgreive, William Robert Fitzgerald, Hugh Fortescue, William Farquharson, Thomas Fowler, James Frid, Matthew Friend, John Findlay, John Finmore,

Andrew Forbes, Charles Fayerman, John Gowdie, J. P. Gardiner, John Shaw Godden, William Giles, Henry Cranmer Gordon, Thomas Glavie, William Goose, Cave Gregory, John Gabriel, Matthew Gray, Thomas Gray (2), William Gould, William Green, George Gallagher, Joseph Vincent Geary, Joseph C. Grigg, Edward Garrett, Richard Gilpin, William Gardiner, Sephius Goode, William Garland, John Granham, W. S. Gapper, Ludovic Grant, Charles E. Gale, Hugh Hunt, to the Rota, Thomas Hasset, Val. P. Hunter, James Harper, John Hungerford, William Hole, John Haines, Augustus Henniker, Thomas Hare, Charles Hopkins, John Hatton, Thomas B. Hollman, Charles Hill, John Hill, Charles Hall, W. H. Hart, Robert Hemer, Edward Haswell, James Hyatt, John D. Haswell, Charles Heal, Edward Hill, Frederick Hire, John Harding, James Hollbrook, George Harvey, Robert H. Herbert, Charles Hollbrook, Robert Henderson, Richard Hemer, John Harward, Henry Hockin, John Hamilton, William Hutchison, Michael Hodder, Benjamin Hyde, Christopher Jobson, William C. Jones, to the Victor, Charles Jay, Richard Joachim, Thomas Johnstone, William Charles Jones, John James, John Jane, Francis Jones, Robert Johnstone, William Jones, Philip K. Jones, William James, Thomas L. Knevett, Richard J. Kempster, Thomas Kendall, Andrew Kennedy, James Robert Kellock, Augustus H. Kellett, John Kemp, Richard Kennedy, William Langton, William Langley, Edmund Lechemere, William Henry Lloyd, Henry Lewis (3), James Lind, Charles P. Ladd, Robert Lowe, James Loveless, Andrew Liston, Buxton Layton, William Lesley, Philip C. Lovell, Samuel H. Laston, Robert Lucas, Augustus Lampon, Dan. Leary, George Lowcay, Charles Lutman, J. R. Lavender, James Murray (2), James Miller, John Mawbey, George Morey, John Marshall, Rich. Moffatt, John Millett, Edw. S. Morris, Rich. Moresby, John Morgan, John Arthur Moore; George Mortimer, to the Malta; J. P. Morrell, to the Sphynx; John Munro; Septimus Young May, Thomas H. Murray, Richard Morgan, William Morley, Frederick Mackenzie, W. H. Moore, Edmund Miles, John Mee, S. W. M'Clellan, William Marshall, Hugh M'Whinnie, William Mayott, John Alexander Mouatt, Phillip Moor, Rowland Morgan, Henry Moore, Andrew Miller, William Nash, William Netherwood, Robert Newton, James Hawley Nicholl, Francis Newman, Edmund Norcott, John Nicholas, Alfred Norman, Richard A. Nicholson; Augustus Pelly, to the Mutine; Thomas L. Parkes, Richard Charles Packman, William Paul, John Parsons, George Phillips, William Paton, Martin Pain, Frederick Phillips, John Pengelly, Matthew Phibbs, Richard Pulton, Jonathan Porter, John Park, William Purvis, George Pretyman, Thomas Quelch; Michael Quinn, to the Arachne; Thomas H Rotheray, to the Lee; Robert D. L. Rawlins, John Rider, William Roberts, Edward Roberts, George Richardson, William Rule, Geo. David Ross, Lazarus Roberts, William Richards (2), Thomas Rothery, Abraham Robinson, John Rothery, James Rowland, Joseph Robinson, Edward Rogers, James Reid (3), John A. Reeves, Duncan Roberts, Henry Rowleston, George Robinson, Henry Rineau, George Raymond; G. F. Smith, to the Arab; F. Sparrow, to the Desirée; Charles Shaw, Stephen Stokes, Thomas Salkeld, William Stanbury, James Stannus, James Shambler, Thomas Symes, Richard Scanlaw, Henry Sweetland, William Sheppard, Thomas Sattherwaite, Charles Strong, Patrick Sheriff, Thomas B. Shaw, John H. Steevens, Oliver Swan, Edward William Scott, Thomas Strange, Andrew Sims, James Stone, Edmund Seymour, James Sandys, John Sudbury, Phillip Stanbury, James Simpson, John Steane; Edmund Thurtell, to the Volontaire; Henry Parkhurst Taylor, Joseph Troughton, George Tremlett, Robert Thomas, Edward Turner, John

Taplin, Thomas Turner, Frederick Thompson, Robert Tucker, Joseph C. Townshend, James Tandy, Joseph Taylor, Robert Turnbull, E. S. Taylor, Robert Thorley, Daniel Thornton, Richard Uniacke, Alexander T. E. Vidal, George Vevers, William Vicary, William Walker, Thomas Williams, Alexander Webb, John Winterbottom, Nicholas Waller, John Warren, John Walker, Thomas Wright, Alexander Wilson, John Wood, William W. Wharton, Stephen R. Walsh, John Williams, John Wilson, Robert Whitcomb, W. S. Warren, Richard J. Wolver, Thomas Wallace, George Wale, John Wilson, John S. Williams, John Hood Wheatly, James Wallis, John Wise, George Waller, John Wood, D. C. Waters, James Wood (3), John Whittaker, W. H. Woodham, George Wilson, John S. Yeates, Alexander Yeoman, are promoted to the rank of lieutenants.

Masters appointed.

C. W. Taylor, to the Horatio; James Higgs, to the Astrea; H. W. Kent to the Hyacinth; S. Sheppard, to the Mercurius; W. B. Stephenson, to the Desirée; J. Langley, to the Griffon; Thomas Tozeau, to be superintending master at Chatham; Duncan M'Donald, to the Breakwater, at Plymouth; G. Butcher, to the Medina Yacht.

List of Midshipmen passed for Lieutenants.

*Sheerness.*—J. B. Dundas, J. Hopkins, E. Hobbs.

*Portsmouth.*—W. Haskoll, J. S. Hooper, H. Fournier, T. Parsons, D. B. Innes, T. Kisbee, G. Wallace, H. Christie.

*Plymouth.*—J. Rogers, W. Coombes, W. B. Smith, T. Sterling, G. Armstrong, W. Mackay, G. W. Cotgrave.

Chaplains appointed.

The Rev. David Evans, Chaplain of Haslar Hospital, is appointed to be chaplain of Simonbourne; Rev. J. Davis, Rev. Evan Halliday, Rev. W. Salter, Rev. W. Evans, Rev. Wm. Jones, chaplains of the Royal Navy, to the livings of Simonbourne.

Surgeons appointed.

Simon Davidson, to the Volontaire; Robert Riddell, to the Orontes; William Plampin to the Bermuda; Peter Burke, to the Woodlark; John Mackay, to the Malta; John Morgan, to the Redpole; James Allan, to the Hazard; James Lepper, to the Eurotas; T. C. Jones, to be an assistant-surgeon of Plymouth Dock-yard; Richard Tobin, to be assistant-surgeon of Portsmouth Dock-yard; and Wm. Hamilton, to be assistant of the Dock-yard at Sheerness.

Assistant-surgeons appointed.

Thomas Williams, to the Impregnable; George Sibbald, to the Myrmidon; Alexander Anderson, to the Ariel.

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BIRTH.

On the 25th Feb. the Lady of Rear-admiral Scott, of a daughter.

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MARRIAGES.

On the 10th March, at Bath, Capt. John Banks, R. N. to Elizabeth, second daughter of —— Banks, Esq. of that city.

On the 11th March, at Fareham, by the Rev. W. Harrison, Capt. Symonds, R. N. to Miss Lucinde.

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DEATHS.

At Plymouth Hospital, Lieut. Gordon, R. N.

Lately on the coast of America, Capt. Kenah, of H.M. bomb Ætna.

On the 23d Jan. at Stoke, near Plymouth, Lieut. Elers, R.N.

BIOGRAPHICAL MEMOIR

OF THE LATE

# LIEUTENANT HENRY ASHWORTH, R.N.

" Come, for the Sun yet hangs above the Bay,—
And whilst our time may brook a brief delay
With other thoughts,—and, haply, with a tear,—
A *Young Man*'s Tale of Sorrow thou shalt hear.
Oh, may it teach thee, till all trials cease,
To hold thy course, though sorrowing, yet in peace;
Still looking up to HIM, the soul's best stay,
Who Faith and Hope shall crown, when worlds are swept away."

MISSIONARY: *a Poem, Canto* 3.

THE very interesting Narrative of Captain O'Brien's Captivity, Sufferings, and Escape, given in a former part of our work,* must be still fresh in the recollection of our readers: the name of Ashworth will consequently occur to it as the name of a brother officer of that gentleman, and companion in his attempt to escape from a captivity rendered hopeless by a war that presented to us no other alternative but that of utter ruin or continued resistance, and, consequently, deletive of all their youthful prospects. The persevering fortitude they evinced under the almost unprecedented difficulties and distresses which they had daily to encounter, is worthy of record, were it only as a general example to all who are embarked in the fluctuating and turbulent sea of life.

To the ample and particular Narrative of Captain O'Brien, the curiosity of the reader will find in the following memoir a gratifying supplement, although the documents, as communicated to us by one of his most intimate friends, are too desultory to form a connected whole.

Mr. Ashworth was born in Great Mary-le-bone street, in the parish of St. Mary-le-bone, in December, 1785, of very respectable parents; but had the misfortune to lose his mother during his infancy. At a very early period his inclination to a maritime life was strongly evinced, and probably encouraged, if not excited, by a friend of his family; and at the age of fourteen, in the month

* *Vide* Vol. XXVIII. page 388.

of November, 1799, he commenced his naval progress as volunteer, in one of the classes of boys, on board H. M. S. Hussar, of 38 guns, commanded by Lord Garlies (now Earl of Galloway), at that time fitting out in the Thames, but under the more immediate care and protection of his friend, Mr. Croft, who was first lieutenant, and who omitted no opportunity of proving his friendship, by promoting the interests of his young *protégé*; assisting him in his studies, directing the application of them, and occasionally observing to his commander the merits of his pupil. In a very short time, the favourable effects of the exertions of our young sailor and his friend appeared in the marked attention and favourable notice of his commander; and he became universally beloved and admired by all the officers and men in the ship, for his excellent behaviour, exact knowledge of his profession, and prompt execution of the duties it enabled him to perform.

In this ship, Mr. Ashworth served successively on the British Channel, Irish Seas, and Atlantic, stations; and on Lord Garlies being superseded by Captain Brown (afterwards admiral), he was strongly recommended by him to the notice of that gentleman, and which recommendation, his talents, and his constant endeavour to distinguish himself by them, justified so far beyond the expectation of his new commander, that he shortly after had him rated as midshipman, and became his friend and patron.

At the conclusion of the war, Captain Brown was superseded by Captain Wilkinson (now admiral). By this gentleman, Mr. Ashworth's rating was continued, with many instances of kindness and attention, which were increased in degree and confirmed in duration, by a circumstance which occurred toward the latter end of the year 1802; when the Hussar, lying at Black Stakes, near Sheerness, in the River Medway, caught fire in the gunner's store-room, and some cartridges in the laboratory chest exploded! This accident produced an alarm so sudden and terrific, that several of the ship's company jumped overboard, and the weather being extremely severe, they, in consequence, perished. Very different was the conduct of our young officer, who was seen actively endeavouring to suppress the alarm, and extinguish the flames—a conduct so commendable, especially in so young a person, obtained its due notice from the captain, officers, and crew—and the more so, as two of the number who had perished by

yielding to the impulse of alarm, were his own messmates, and senior midshipmen.

On the recommencement of war, the Hussar was completely manned, and employed in cruising off Cape Finisterre and the coast of France, without any memorable occurrence, till the unfortunate loss of that ship off the Saints Rocks, near Brest, on the 8th February, 1804, by which unfortunate accident, Mr. Ashworth, with several others of the officers and crew, was ultimately made prisoner of war.*

The minutely circumstantial Narrative of Captain O'Brien, with whom Mr. Ashworth was a companion and fellow-sufferer, during five years captivity, with the exception of that gentleman's last effort to escape, renders unnecessary any recapitulation of Mr. Ashworth's history up to the period of his being marched with Mr. Tuthill and others, loaded with irons, from the fortress of Bitche to the city of Metz, there to be tried by a court martial for endeavouring to escape, by undermining the souterrain, from that horrid prison.

Our readers will recollect the mention of a letter subsequently received by Captain O'Brien and his companions at Bitche, giving them a detail of the trial, and stating the very severe sentence passed on them.† The following is a correct copy of that sentence:—

CITY OF METZ.—(A TRANSLATION.)

The copy of a sentence passed by a military tribunal of the third military division of the interior, assembled this 29th day of August, one thousand eight hundred and eight.

The military tribunal formed by virtue of the imperial decree of the 17th *Frimaire*, year 14, and composed conformable to the said decree, of Messrs.

*Esnard*, major of the 100th regiment of infantry of the line, president.

*Probst*, chief of battalion, sub-director of the academy of science.

*Pastrie*, captain in the 100th regiment of infantry of the line.

*Riviere*, captain in the 24th regiment of light infantry.

*Gally*, lieutenant in the 103d regiment of the line.

*Monsieur Rampont*, captain of gend'armerie, performing the duty of prosecutor.

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* *Vide* Captain O'Brien's Narrative, Vol. XXVIII. p. 392.

† *Vide* N. C. Vol. XXXII. p. 137.

The whole appointed by the general of division, *Roget*, commandant-in-chief of the third military division, assisted by *Monsieur Duchosal*, judge advocate: all of whom, conformable to the stipulations of the articles 7 and 8 of the law of the 13th *Brumaire*, year 5, are exempt from any relationship or alliance existing between them and the prisoners, which the law forbids.

The military tribunal, convoked by order of the general of division, assembled at Metz, in one of the chambers of the Guildhall, or Hotel de Ville, for the purpose of judging the under-mentioned—Henry Ashworth, George Hall Dacre, Walter Adams, Christopher Tuthill, George Brine, and John Light, charged with being the principals of a conspiracy of *evasion* or *desertion*, which had taken place on the nights of the 17th and 18th of July last, in the *souterrain* of the English officers detained in the fortress of *Bitche*.

George Potts, John Daly, Joseph Giles, and Charles Roberts, all English prisoners of war, accused of being the principal incendiaries in an attempt that was made on the nights of the 18th and 19th of July, to set on fire one of the souterrains of the said fortress of Bitche.

The court having been opened, the president directed the judge advocate to lay the different documents before him on the table, and afterwards requested the prosecutor to read the examinations, and to state the different circumstances for and against the prisoners.

This being accomplished, the president commanded the guard to conduct the said prisoners into court, who were introduced, or led in before the tribunal, disburdened of their fetters, assisted by Messrs. Mangay and Mangier, counsellors, residents at Metz, who were their counsel.

After having given the prisoners information of the charges alleged against them, and their being interrogated by the president; having heard the different evidencies on the part of the prosecutor, also the prosecutor in his different allegations, and the prisoners in their means of defence, as well as their counsel, both of whom had declared to have nothing more to add by way of defence, the president asked the members of the military tribunal, if they had any observations to make? Upon their replying in the negative, the court was cleared; and after some time the prisoners were re-conducted before the tribunal, when Henry Ashworth, George Hall Dacre, George Brine, Walter Adams, and John Light, were sentenced to serve as slaves in the galleys for *fifteen years*, and Christopher Tuthill for *ten years*, as they supposed him the least culpable.

George Potts, John Daly, Joseph Giles, and Charles Roberts, sentenced to serve as slaves in the galleys for *nine years*.

N. B. Henry Ashworth, midshipman of H. M. late ship Hussar, wrecked on the Saints, near Brest, February, 1804; Christopher Tuthill, midshipman of H. M. S. L'Impetueux, taken with part of H. M. late ship Magnificent's crew, on the island of Beniquet, near Brest, where, through the badness of the weather, and boats being stove, was obliged to seek an asylum! George Hall Dacre, midshipman of H. M. late ship La Minerve,

stranded near Cherbourg, and taken; George Potts, midshipman of H. M. sloop Vincijo; George Brine, captain of a merchantman; Walter Adams, captain of a merchant ship; John Daly, purser in the navy; Joseph Giles, master R.N.; Charles Roberts, a merchant; John Light, a seaman, who waited on Messrs. Ashworth and Tuthill.

Their counsel used most powerful and eloquent language and arguments in their favour; pointed out the inconsistency of suspecting people who were barred in and secured upwards of thirty-five feet underground, of setting fire to the very place they themselves were in, without a probability of getting out; and dwelt upon the very great severity of condemning young officers and gentlemen in the prime of life to be slaves, for simply endeavouring to regain their liberty, and return to their native country.

But at the moment these unfortunate young gentlemen were on the point of being marched to their destination, an order from Paris came to repeal the sentence, and to reconduct them to the fortress of Bitche.

In consequence of this repeal, Mr. Ashworth and his companions were accordingly reconducted in chains to pass the remainder of their imprisonment (which, circumstantially viewed, presented a period of equal duration with the war) in the horrid dungeons of Bitche.

They arrived the very evening on which Mr. O'Brien, with his friend Hewson, and two other gentlemen, intended to make his third effort for liberty. Messrs. Ashworth and Tuthill having been his old travelling companions, he prevailed on the serjeant of the guard to allow them to take some refreshment in his place of confinement, previously to their being deposited in their subterraneous cell.

During the repast, he accosted his friend Ashworth, and asked him if he ever intended to make another attempt to escape? The latter replied, "I hardly think I ever shall—this late sentence has so much terrified me." Upon which Mr. O'Brien said—"What would you think, if Hewson and myself were to be off this very night?" He smiled, supposing it a mere jest, as it appeared totally impracticable—but, before they took their final leave, Mr. O'Brien convinced him that they, seriously, intended putting it to the trial; and excited in him a feeling of regret that it was not in his power to avail himself of the opportunity to share in the attempt, notwithstanding the deep impression his late sentence had made upon him.

On the 15th of September, 1808, Mr. O'Brien and his companions carried their project into execution—picked the locks of their prison—eluded the vigilance of the sentinels—descended the walls, and after an anxious and painful progress of difficulty and danger, through a course of thirteen hundred miles, arrived safe at Trieste early in the month of November.

Mr. O'Brien, previously to his embarking at Trieste, wrote to his friends Ashworth and Tuthill, informing them of the route he had taken, and of his final success—to prevent suspicion, he had directed his letter in German, and it was duly received.

A sense of "hope deferred," is irksome and sad, even under circumstances otherwise commodious and comfortable, and when the object of that hope is of far less importance to human happiness than personal liberty. What then must have been the torture of this sense in those who had to experience it within the walls—within the gloomy dungeons of the fortress of Bitche! to the unfortunate gentleman who is the subject of this memoir, rendered still more gloomy by the absence of his old companions. But when the intelligence of their success was received, it was not in nature to endure it longer—another effort was determined on, to effect what had, at length, been found practicable by his friends and fellow-sufferers.—The following is Mr. Ashworth's own account of the prosecution of this design, which we very much regret to find he has left incomplete:—

It was a gloomy night in December, between the hours of seven and eight, that myself and eleven other unfortunate Englishmen, long confined in the fortress of Bitche, exposed to all the miseries of such a confinement, rendered more irksome by having repeatedly attempted in vain to recover our liberty, began to put in execution a plan of escape: at four o'clock we were locked up in our room, 14 in number, two of which were prevented, by ill health, from engaging with us in this arduous undertaking. Having made all the necessary preparations, as well for getting out of the fort, as for resisting the inclemency of the weather in case of being so fortunate as to succeed in the first part of our attempt, we proceeded to force the door of the chamber, which was secured by a lock on the inside, and a padlock on the outside; the bolt of the inside lock was forced back with little difficulty; the padlock gave us more trouble, and it was only by boring and cutting the door round the fastening of the hasp, that we at length succeeded. In performing this operation, the greatest precaution was requisite, as in the room beneath, which was the ground floor, were lodged a part of our guards, under whose special charge we were

placed. The forcing of this door formed, however, but a small part of our difficulty; we had now to ascend a flight of stairs, at the top of which was a door which communicated with the other side of the building; this door had been long planked up for greater security, and it was only by cutting through one of the planks, that we could hope to effect a passage. Our instruments were little calculated for this undertaking, but we had no choice: the plank was first bored across with a gimblet, as close as the workman, whose fingers were his only guide, could effect it; it was then cautiously sawed through with a knife, notched for the purpose; the plank thus divided, still required a violent effort to force it from the place it had so long occupied, and when it at length yielded to repeated tugs, the whole building resounded with the crash—a fear of immediate discovery seized us—a silence of some minutes followed—till, at length, recovering our presence of mind, we recollected that so total an inactivity would be more likely than any thing else to raise the suspicion of those below: the passage being now clear, the workmen again descended to the apartment, to await an opportunity, and to make their last preparations. The rope with which we were to descend the wall had been some time prepared; it was made of strips of linen, bought at different times, under the pretence of making towels of; these strips, of about eighteen inches in width, were rolled up, with a slip of blanket in the middle, to increase the bulk, and to render it soft to the hand; it was then marled at every two or three feet with twine; it was about 40 feet in length; the ramparts which we had to descend being about eighty feet in height: this length of rope, even when rolled tight, formed a ball of considerable magnitude; the *conspirators*,* for so we were to be termed, had been used to put it into a large kettle, which they hung on one side of the fire, when they apprehended that a search might be made. We now drew lots to determine who should first sally forth, and try his fortune; this point being decided, it was agreed two should go together, to render each other mutual assistance in case of need; the seventh was just gone, and Tuthill and myself stood just ready to follow, when heavy footsteps were heard ascending the staircase—the door was softly closed, and the remaining few stood anxiously waiting the event; we feared that the last gone would not have had time to get through the hole in the door, and that the stranger, in groping his way up the stairs, might clap his hand on him; our fears, however, were fortunately unfounded; after speaking to an Englishman confined in a room above, and discovering by his faltering accents that he had been sacrificing to Bacchus, this scarecrow descended the staircase, and entered the room below. Tuthill and myself now ventured forth, barefoot; our shoes girded round our middle, and furnished with a loaf of brown bread, and a certain quantity of brandy in a bladder, we crept through the hole, and found ourselves on the staircase of the opposite side of the building, at the top of which we fancied we saw a figure watching: no time was, however, to be lost; we

* Such were they considered who attempted to escape from the horrors of dungeons.

descended the stairs, at the bottom of which a door opened into another room, occupied by our guards, whom we heard talking and laughing; we were now at the door which opened out on the ramparts, and from whence the white rope was visible, fastened to a huge stone, and leading through one of the embrasures; having looked cautiously round, and seeing no one, we ventured across, and jumped into the embrasure, where we found one of our companions waiting to descend, another still hanging to the rope: at this moment, two Frenchmen passed through the gate of the fort, and were crossing the drawbridge which led down to the town; they were followed by a dog. On arriving opposite the part of the wall which we were descending, the dog made a stand, and began to bark; fortunately the master, earnestly engaged in conversation with his companion, was less clear sighted than his dog, and rewarded him with several blows of a cane, which put an end to his barking, and to our immediate apprehensions. Tuthill, who had sprained his wrist some days before, now descended, trusting only to his left hand, and arrived in safety at the bottom; I now prepared to follow, and clinging to the rope, descended gently about half way; here a projecting part of the rock on which the fortress was constructed, afforded me a resting place for some seconds; whilst in this position, I heard footsteps of men ascending to the fort from the town, and on their approach discovered them by their conversation to be two of the veterans returning to the fort, from spending the evening in town: they passed underneath, and quickly got under the archway leading to the fort: I now began again to descend, but owing to the projection of the rock, the rope now hung in a perpendicular direction, and deprived me of the use of my feet, which until then had been of considerable service to me; besides, my arms being tired with so long sustaining my whole weight, I was under the necessity of letting myself slide; and as I lost the command of myself as the velocity increased, I may almost be said to have fallen the last twenty feet: at the bottom were several logs of wood, piled on each other, some of which being displaced by the fall, rolled over, and produced a rumbling noise, rendered more audible by the stillness of the night; the fear of an alarm quickly roused me from the stupor which so rapid a descent had caused, and gliding along the foot of the wall, I crossed the drawbridge leading out of the fort, and by the side of some palisades, discovered two of my companions; we waited anxiously the arrival of the fourth, who was not long in joining us, and we immediately proceeded to endeavour to extricate ourselves from the intrenchments by which the fort was surrounded; in this we found no small degree of trouble, and a quarter of an hour must have elapsed before we had the satisfaction of finding ourselves on a road leading into the country. We now took to our heels, unmindful of the danger of running without shoes on the frozen ground and pieces of ice: after running about half a mile, we stopped to take breath, and cast a farewell look on the gloomy mansion which we hoped never to revisit. We now judged it prudent to put on our shoes, to avoid the painful accidents so likely to happen to our feet from the rugged ground—judge of my mortification, on discovering that I had lost one of my shoes, as I

supposed, in descending the wall; it would prove rather detrimental than otherwise, to have put on the remaining one; I therefore resolved to proceed barefoot, until an opportunity might offer of providing myself with a pair. The clock of the fortress now struck eight, and we set out at a good round pace, in the direction which we supposed would lead us towards the Rhine; in about ten minutes afterwards, the surrounding hills were momentarily illuminated by a flash, which was soon followed by the report of a gun, warning us of our escape being discovered. We now again set out to run, and the bells of the town, which were almost instantly set in motion, guided in some measure our steps. At length we arrived at a wood, into which we immediately penetrated, as an asylum from horsemen, whom we naturally supposed would be immediately despatched in pursuit of us. We proceeded with silence and caution, endeavouring to keep the course we had at first adopted; the night was cloudy—not a star was visible—and the moon, which peeped at intervals from behind a cloud, was our only guide. About midnight we stopped to refresh ourselves by the side of a brook, and were regaling ourselves with the provisions we had brought from the fort, when we were suddenly alarmed by the barking of a large house dog close to us, who immediately on giving the alarm ran to a farm-house at a small distance, which had until then escaped our observation: we lost no time in packing up the remains of our viands, and walked boldly past the house, trusting that its inhabitants would not have had time to rouse from their slumbers; we continued our journey, walking quick and sometimes running, in what we conceived the proper direction, and began to flatter ourselves we had made considerable progress; and that we could not be more than five or six leagues from the Rhine: turning the corner of a wood, just as the morning dawned, we met with a peasant, who bore the appearance of a wood cutter; and thinking the opportunity favourable of informing ourselves of our situation, we accosted him, carefully avoiding the mention of the places we had left; judge of our surprise and mortification, on discovering from his answers, that we were not more than three or four leagues from our ancient dwelling. Our ardour was not a little damped by this discovery, together with the gloomy prospect which presented itself, of passing the day in a wood, the morning was bleak, and a sharp easterly wind blew the sleet into our faces; as day was approaching fast, we bent our steps towards the wood, which lay at some distance, and in which we purposed taking up our abode: on crossing a road, however, on the top of a hill which lay between, we met with another peasant, and being desirous of gaining farther intelligence respecting our situation, to enable us to continue our journey the following night, we accosted him: he, at first, seemed to dislike our appearance, and was reserved in his answers; a three livre piece, however, produced a wonderful and instantaneous effect, and he became surprisingly communicative, pointing us out the direction in which the Rhine lay, and even offering to conduct us a part of the way: emboldened by this appearance of zeal in our behalf, we gave him to understand that we had been travelling all night, and that the peculiar circumstances under which we

laboured, would oblige us to conceal ourselves in a wood during the day, unless he could devise some means of secreting us, and of providing us with an asylum against the inclemency of the weather; further to excite his compassion, we shewed him our hands and feet, torn as they were, and blackening by the frost; we concluded our request by the promise of a handsome reward; and to shew him that we possessed the means, produced several pieces of gold. This latter part of our argument had a visibly good effect; after appearing to ruminate some moments, he told us that he had no house of his own, but that he lived with several other labourers, on whose prudence he could not sufficiently rely, to place us in their power; but that he knew of a barn, in which he sometimes went to thrash, where he could conceal us, and answer for our security. We immediately closed with his offer, which met with universal approbation, and hastened to the place in question before the day was farther advanced; the barn lay in a valley, at four stones throw from a small village surrounded by hills: on entering the barn, we gave him two 6 livre pieces, the farther to ensure his fidelity; we then climbed into the loft, and placed ourselves in one of the corners most remote from observation.

[*Desunt cætera.*]

And much do we regret it—we find, however, that, with three of his companions, he made a successful progress into Germany, where they left Mr. Ashworth behind, unable to proceed in consequence of a bad leg, and in less than three months reached Malta.

Mr. Ashworth, on recovering from his lameness, passed himself as a Swiss, and made good his passage to Trieste, off which place he was taken on board H. M. S. L'Unité, Captain Campbell, and received from that gentleman the most obliging attention.

We have now to trace the course of Mr. Ashworth's history in the following letters:—

"*H. M. S. Unité, at Malta,*
"MY DEAR AUNT, *20th February*, 1809.

"Thank God I have at length recovered my liberty, which I bought with excessive fatigue and anxiety of mind: I escaped from Bitche with eleven others the night of the 8th of December; after walking six days barefoot, through frost and snow, I crossed the Rhine with three companions: a wound which I received in my foot the night of my escape, and which I was afraid would mortify, obliged me to remain in a village in Wirtemberg; and as our situation was critical, I begged my brother sufferers to leave me, and proceed on their journey. In nine days I found myself able to walk, and travelled as a Swiss through the States of the Confederation of the Rhine; after enumerable hair-breadth escapes, I arrived at Salzburg, a frontier town of Austria, where I procured a passport as an American officer, and travelled with more safety to Triest, a

sea-port on the Adriatic; there the English Vice-consul, Mr. Dénélon, gave me twenty pounds, for a bill on my uncle, and a few days after, the Unité frigate appeared off, and I embarked; we arrived here on the 14th; Captain Campbell introduced me to the governor, Sir Alexander Ball, who advised me to join Lord Collingwood, and endeavour to pass my examination in the fleet, promising to recommend me, as promotion is very rapid on this station, and there is a number of vacancies in the fleet. I took his advice; the Unité is expected to sail every hour to join his Lordship, either at Palermo or Minorca. Captain Campbell had the goodness to desire his agent to advance me what money I pleased, to procure myself uniforms, &c. I took 20*l.* for which I shall offer him a bill upon Mr. Snell. You may conceive, my dear Aunt, how much it distresses me to be thus preying upon you; but I beg you to explain to my uncle, that as soon as I find it possible to procure my pay for the last five years, I shall give him an order to receive it; this may reimburse him for some of the sums I have received from him, but the debt of gratitude which I owe to him and yourself can never be repaid. This observation I, however, trust is superfluous: my uncle, after so long supporting me, will not refuse me the necessary assistance at this crisis; the idea of procuring myself an independence supported me under the numerous difficulties I have had to encounter; a few months, perhaps weeks, will, I hope, enable me to do without your farther pecuniary assistance: under this consideration, I trust my uncle (should I need any farther help) would not refuse it me, and that he would have sufficient confidence in me, to know me incapable of abusing his goodness. On my arrival at Triest, I was literally half naked; and in my present situation it is necessary to keep up appearances. I trust I have now said more than sufficient on this subject; your good nature would have suggested all this to you, without my enlarging on it. I shall write again by the first opportunity, after I join the admiral, and inform you what is likely to become of me: we sail as soon as the wind and weather will permit. I beg to be kindly remembered to all your family, Mrs. Dods, &c.

" And believe me, dear Aunt,

" Your very affectionate Nephew,

*Henry Ashworth.*"

" P. S. I forgot to say that my three companions have arrived in safety; the other eight are, I am afraid, retaken."

The next letter is to a naval friend, and quondam fellow-sufferer in captivity.

" DEAR FRIEND, " *H. M. S. Unité, March 20th.*

" You will, no doubt, think me very remiss in not writing before; I did not suppose you would be still in the big ship, or I should have written by the first boat; and the next day I missed the opportunity, owing to Captain C. being in such a hurry over the side. I received your letter from Triest, and brought the answer myself: I heard of your arm, and hope

that by this time it is nearly well.* I long to hear your adventures; I saw Brine and Porteous at Malta: I expected to have been sent on board the Ocean, but the admiral had not said what was to be done when we left you. I fell in with Masters at Triest; he was on his way to Bitche, with Messrs. Grant and Moisy, and got out of Port Chaussée—he came through Venice. Remember me kindly to Hewson, Maxwell, &c.; Lt. Crabb desires to be remembered to you and Mr. Lindsay. I hope I shall see you shortly; my large stock of linen is all out: I am studying John Hamilton Moore, naval tactics, &c.—Yours, most sincerely,

*Henry Ashworth.*"

"P. S. I made over your things, with the addition of my own, to Nason, but hardly suppose he was left in quiet possession of them."

Life is a continued course of care and exertion, to all who would build their fortunes on an honourable base, or maintain character on right principles. The laudable ambition to advance in respectability as we advance in life, can only thus be safely prosecuted. Mr. Ashworth had now happily regained that chief of blessings next to health—liberty—and his first thoughts were naturally how best to employ it towards an honourable advancement in the profession he had adopted—a profession, presenting indeed rewards of the most gratifying nature—Fame, Honour, and Independence—as the stimuli of exertion; but rewards of arduous attainment—and from the tenor of Mr. Ashworth's next letter, he seems sufficiently sensible of the truth of this observation.

"DEAR FRIEND, "*H.M.S. Unité, off Toulon, 22d April*, 1809.

"I most sincerely congratulate you on your long-looked-for promotion; I heard of it the day you joined the W———: I dare say you were not grieved at the accident which obliged you to bear up for Malta, as you will have an opportunity of procuring some necessaries, conveniencies, &c. &c. I am completely in the dumps—his Lordship has refused to let me go to England; and I am uncertain whether my certificates are sufficient to enable me to pass out here: we had no communication with the flag-ship until the day we were ordered to come off this place, and the Ville de Paris happening to join the same morning, you may suppose there was too much business in hand for my case to be attended to. Captain C. told me of the admiral's refusal, and said if there was any ship in the fleet I wished to join, I had only to mention it. I preferred staying on board here, until I can learn something more; indeed, as she is likely to go to England shortly, I think it is the best thing I can do. Lieutenant T. who joined from the Ocean the day we parted with the fleet, says he heard

* *Vide* N. C. Vol. XXXI. p. 395.

the admiral say, that he had received instructions not to let the time passed in prison go as service. In this I think there must be some mistake. When the fleet join, I shall ask Captain C. to shew my certificates to his Lordship, and, if possible, have the matter elucidated. So much for my affairs—poor encouragement for our unfortunate brother sufferers in limbo! I am of opinion, that if they knew how many difficulties they have to encounter among their countrymen, the spirit of enterprise would be somewhat damped. I suppose some of them have by this time began their summer's excursions. T———, I hope, has been more fortunate than me in his negociations. I got a note from H——— the day we left the fleet: he was in the horrors; every body was packing up to go on board the V. de P——; and his Lordship had not asked him to go with him: he wanted my advice, whether to go home in the Ocean, or join the other ship; he said he had no hopes of an appointment—a mid of the Royal Sovereign had been appointed that very day. I advised him to remain with his Lordship, if he thought proper to take him, as in that case he cannot help, in conscience, providing for him shortly. I think I told you G——— promised to write for my time; if you should see him, ask him about it: I would write to him myself, but as I am uncertain whether I shall remain here, or join some other ship, I don't know where to tell him to direct. I wonder what is become of my eight companions—are any of them arrived at Malta? We had not half our yarns spun when we parted. I was in continual expectation of being ordered on board the Ocean, and omitted some opportunities of seeing you in consequence of it. What a delicious station is this same Toulon—two gales a week, and one of a Sunday. We have reconnoitred twice, there are 18 sail of the line, and 4 frigates, in the outer roads, the Russians are inside; the batteries pepper us very prettily: we were chased last Sunday by two sail of the line and a frigate—Hyperion in company; the Cambrian joined this morning to relieve the latter—it is by her I write; the Cambrian left the fleet in Mahon; they were to sail two days after. You will most likely write to our old friends in France, by the Amphion, or some other ship—remember me kindly. If Brine is still at Malta, *dites lui toutes sortes de choses honnêtes de ma part.* I forgot, or I should have begun to write French before: my next, however, shall be all in French, if you like it, and will return the compliment: my mind is too much agitated to think of pursuing my studies in German, &c. I am promoted to the rank of mate of a watch, and for the better performance of my duty, have removed into the mids birth. If I was serving my time, or rather if it was not already served, I should be tolerably comfortable: this said station is not a desirable one to have a fit out on; this is another reason for my desiring to go to England. I have no doubt B. intended very well when he advised me to join the fleet; but I am afraid I shall have reason to regret for a long time having taken his advice. I have, however, the consolation of knowing you are in a fair way; and your patience and perseverance give me an example to follow. I am sometimes troubled with the *blue devils*, but I drive them off, by thinking of the old general, commandant, briga-

dier, &c. at Bitche. By the by, I saw three gens d'armes the other day through a glass. I remain, dear Friend,

" Most sincerely yours,

*Henry Ashworth.*"

P. S. I believe you may venture to direct to the Unité, and send me if you know it, Captain Wilkinson's direction, and Mr. Lee's, agent's.

His next letter is from Palermo, in which we see him evidently struggling with disappointment.

" DEAR FRIEND, *H. M. S. Unité, Palermo, July 11th*, 1809.

" I did not receive your letter of the 1st of May, until the day we left the fleet, from which we had been absent upwards of a month, on a cruise off Leghorn. You appear to think me neglectful in not writing: at the time your letter is dated, you had of course not received one which I sent by the Hyperion. Divers circumstances have prevented my taking advantage of some other opportunities, but my principle excuse must be the restless state of my mind, of which *you* can form a very good idea. We have brought some transports here from Minorca, and sail within eight-and-forty hours for Malta, from whence we take a convoy to England, touching at Cadiz. As I understand the Canopus sails to-morrow morning for Naples, I take the opportunity of sending you these few lines, merely to request you to write me by the first vessel to Malta, giving me the direction of Mr. Lee's agent, and, if you know it, Captain Wilkinson's. Any commands you may have, trust to me as to yourself; I shall shake off all my apathy and gloomy ideas and be most punctual in fulfilling them. From Malta I shall write you the dates, &c. which you require: your account of my fortunate companions gives me infinite pleasure. Intermixed with a disagreeable sensation, I reproach myself with coming out to the fleet. I am going ashore to see what is to be seen: in a few days you will hear from me more fully—write immediately. And believe me, most sincerely yours,

*Henry Ashworth.*"

" P. S. Every success attend your expedition; C—b, C. &c. desire to be remembered to you."

The following is merely a letter of remembrance as to certain particulars in the former:—

" MY DEAR FRIEND, " *L'Unité, Malta, August 8th*, 1809.

" We are now at anchor outside of the harbour, waiting for some passengers, to bid adieu to Malta for some time. I have not received any letter from you, and as it is not likely I shall while here, I must beg you to write me by the address I gave you in a former letter, and give me the directions I requested. Since I wrote last, I have met with an old mess-

mate, now captain of the Pylades (Ferguson), who behaved in the most handsome manner to me. I see in the papers that B. has arrived in England, with two others: I am anxious to get there myself. This is the last you will hear of me in this country; but I shall write immediately I have any thing agreeable to communicate.—Adieu.

"And believe me most affectionately yours,

*Henry Ashworth.*"

Mr. Ashworth being at length returned to England, we find him in possession of his commission as lieutenant, on board the Muros brig, of which he informs his friend as follows:—

"DEAR FRIEND, *H.M.S. Muros, Spithead, Dec.* 28, 1809.

"The Unité, which brought me to England, will convey you this letter: the other day at Chatham I received a letter from you, dated in August, at Melazzo. I arrived here in September; the 4th of October I passed, and immediately went to Plymouth, with Captain Wilkinson, to attend the court martial for the loss of the Hussar, an order for which Captain W. had obtained in consequence of Simpson, the gunner, arriving in England about the same time: he escaped with Moore, Dale, and Jamotte, by the way of Cuxhaven. On the 31st October I received my commission for this brig, just launched at Chatham, commanded by Captain Sneyd; mounts only 14 guns, 250 tons burthen: we arrived here on Christmas Day, and are destined for the Guernsey station. Masters was made a few days after me, and is going out to the West Indies in the Neptune. I am glad to see you so high up on the list; the Warrior I see has been playing the d——l. I don't see Hewson's name on the list. I would have given any thing to see Tuthill; I believe he went up the Baltic with Captain Martin, in the Implacable. Write to me, and give me all your news; direct to Ommanney and Druce, they will forward your letters to me wherever I may be. By the by, there is prize-money due for La Paix and Le Sparte—some thirty or forty pounds for your share.—Adieu.

"Believe me, your sincere friend,

"*2d January*, 1810. *Henry Ashworth.*"

"P.S. I have sent you a Steel's List for the new year: we sail to-morrow for Guernsey: accept the compliments of the season."

The friendly nature of Mr. Ashworth is evinced in the sincere style of congratulation with which, in his next, he notices the favourable aspect of his friend's affairs.

"DEAR FRIEND, "*Muros, Jersey, June 4th*, 1810.

"I received your letter of the 28th February this day. It gives me great pleasure to hear you are on the point of making so advantageous an exchange of ships, and I sincerely hope that fortune will shortly make you

amends for the numerous slippery tricks she has played you: the scale seems indeed to have turned, and it is said, "there is a tide in the affairs of men, which taken at the flood leads on to fortune." I think we may justly say we have seen low-water together—may the flood not fail us until it has placed us in some secure haven, from whence we may smile at the dangers we have passed. I congratulate you on your several conquests—I envy you the pleasure of visiting those different islands; whilst you have been enjoying the perpetual spring which reigns in those regions, I have been toiling on the most iron-bound coast I believe Europe can produce, between St. Maloes and Morlaix: we have made some prizes, but of inconsiderable value—*meliora speramus*—the brig sails well, but the "race is not always for the swift, nor the battle for the strong." Our principal concern is watching their coasters, and endeavouring sometimes to take them in—no easy job, I assure you. I am glad you have heard from Tuthill, I am vexed with myself for not writing to him before: the Ardent is lately returned from the Baltic—I have not yet heard any thing of B——field: I saw B——ton the other day at Plymouth; he is lieutenant of the Harpy; he escaped from Givet in December last, with L. H. and J. *le diable à quarte*, five or six others, by the way of Holland—L. lieutenant of the Resolution, S. of the Tonnant—two mids, one Gale, the other I did not know, have been cut to pieces by the gens d'armes, attempting to escape. Poor Barker was shot in a duel with Captain Alexander. A commissary is now at Morlaix, negociating for an exchange, but nothing is yet settled; we see cartels passing daily with old and infirm men, boys, &c. some partial exchanges—seniority seems no claim; for several officers taken in Spain are already returned. Porteous is surgeon of the Charybdis; M. and N. I have heard nothing of, neither of S. but it is possible he may have come over in some of the crowds; indeed I think very few of our old acquaintances are still remaining. Captain Brown is very comfortable with his family at Sheerness; he behaved in the most handsome manner to me; he is, indeed, a worthy character. Remember me kindly to Gordon, Hewson, and any of the Unité's you may see; and indeed all our friends in your quarter.—God bless you, take care of yourself,

"And believe me, most sincerely yours,

*Henry Ashworth.*"

"P.S. I am surprised you did not receive the Steel's List, it was under cover with the letter.—Fail not to write.

In the following letter we find his views again obstructed, and the advantage of recurring to the recollection of a greater evil for our support under a lesser one.

"DEAR FRIEND, "*H.M.S. Centaur, at Minorca, Nov.* 22, 1810.

"You will be somewhat surprised to find me again in this part of the world, and in a line-of-battle ship, to which I have always had an utter aversion; the Muros was paid off in consequence of having been on shore

in a gale of wind at Jersey, and I was in expectation of getting into a frigate, through application that was about to be made for me, when Captain Nash, of the Hibernia, who expected to get a frigate on his arrival in the Mediterranean, applied for me to the Admiralty, and I was appointed by return of post: a few days after Captain N. was appointed to the Revenge, and Captain White, who was appointed to this ship, superseded him in the Hibernia, for the purpose of bringing her out. Thus was I disappointed. We sailed from Spithead the 1st of November, and arrived here the 16th. Sir Samuel Hood shifted his flag from this ship into the Hibernia, took with him all his officers, and your humble servant, with five others, appointed to replace them in this ship. I am afraid they have *got me in a line.** In addition to the rest of my troubles, I find this shifting ships and fitting out messes attended with an enormous expense. I write in a very splenetic mood. Luckily I have been at Bitche, and am not put out of my way by trifles: I think of my escape, and immediately recover my good humour. I saw Sturt at Portsmouth in October; he was lavish in his offers of service, letters to the commander-in-chief, &c.; unfortunately, he was laid up with the gout in London when we sailed, which, I suppose, occupied all his attention. I send you his pamphlet on the state of France; he told me he wrote it in a hurry, and did not even take the pains of correcting any inaccuracies that might have escaped him. I leave you to form your own opinion of it; we must at least render justice to his good intentions. I send you also a few weekly papers, and the gazette of the battle of Busaco. I could not procure a Steel's List for November, as we sailed on the 1st. You must have heard of the jubilee promotion, 20 of the senior lieutenants serving as first of ships of the line; and commanders, as far as 1800, being in actual service. While I am writing, there are about twenty caulkers over my head, driving with all their might. Write as soon as you receive this, and let me know how you go on.

"I remain, most sincerely yours,

*Henry Ashworth.*"

The following is supposed to have been the last letter Mr. Ashworth ever wrote. In it he again congratulates his friend—and in conclusion (of an after date) states their immediate procedure to join in the defence of Tarragona.

"MY DEAR FRIEND, "*Centaur, off Toulon, May 17th*, 1811.

"I have been anxiously looking for an opportunity of writing ever since we heard of your most gallant encounter: none has offered, except the return of the vessel which brought the intelligence (the Eclair), and I was unfortunately not aware of her destination until too late. Believe me, I congratulate you most sincerely on your success, and participate in some

* A common phrase among the seamen at Bitche, meaning to allure or entice.

measure in the satisfaction you must derive from the reflection of having performed so conspicuous a part in so brilliant an enterprise. I lament your excess of modesty in not mentioning a word of particulars, as we have had no official account of it except by telegraphic communication from the admiral. I have been since diligently endeavouring to glean the particulars from the different ships we have had communication with; but this source of information has also been very partial, as we have been generally in the in-shore squadron, detached from the fleet: however, I learnt you were safe and sound; every one agrees in rating the action among the most brilliant of its magnitude, which have happened during the war. I commend you for not being sanguine about the result with respect to yourself; but, however, I cannot help thinking your prospects very bright; and if it does not procure you immediate promotion, it must place you very high on the list of candidates: that you may soon obtain the object of your wishes, is my most earnest and sincere desire, and come when it will, you surely cannot be said to bear your *blushing honours* unearned. How enviable must your situation appear in the eyes of our unfortunate fellow-sufferers in France, the term of whose captivity seems as distant as ever. I am not surprised at your wishing to revisit your native land; you deserve uncommon credit for having borne your long absence with any degree of patience. Neither do I think the gratification of your wishes can be at all detrimental to your interests, provided your ship goes home. Otherwise, I should think it more adviseable again to summon all your patience and self-denial, and still wait the result. We expect Sir E. Pellew daily, to supersede Sir C. Cotton."

"*June 2d.*—Since I wrote the former part of this, we have again been in shore, and no opportunity has offered of sending it. As we are now going to Tarragona, and from thence to Mahon, I shall leave it on board the San Josef, for the first conveyance. Tarragona is invested by the French; several of our ships are there; and it is possible we may be kept to co-operate in the defence. The French were expected to open their trenches the 1st of this month; we are not sanguine respecting its defence, from the talents of its commandant, &c. The badness of our water-casks is the cause of our trip to Minorca. The French have 15 sail of the line ready for sea in Toulon, but do not manifest any intention of coming out, except to exercise; 7 deserters came off a few days ago from the Austerlitz; they are Dalmatians or Albanians; they say the fleet is not near complete of men.—Adieu, my dear friend: health, happiness, and prosperity attend you; and believe me, most sincerely yours,

*Henry Ashworth.*"

In this service Mr. Ashworth, on the 28th of June, while, in one of the ship's boats, in the act of snatching from destruction some of the unfortunate inhabitants of the place who were literally driven into the sea by their barbarous assailants, received a mortal wound

which terminated, at the early age of 29, a life of honourable service and intense suffering. He died at Minorca on the 25th July, 1811, and is buried near Fort St. Philip. As an officer, his character was full of promise, and in his private demeanour, he was frank and sincere in his friendships, gentlemanly in his manners, and honourable in all his engagements.

Over his grave, his messmates, as a token of regard, have placed a beautiful stone, with a suitable inscription, to perpetuate his memory.

## NAUTICAL ANECDOTES AND SELECTIONS.

### CAPTAIN HOPE AND HIS PRIZE.

THE Endymion, Captain Hope, with her prize the President, arrived at Portsmouth the 28th March, from Bermuda, after a favourable passage. Yesterday both ships went into harbour, and the crews were cheered by the numerous spectators on the platform, &c. which was returned from the ships. The President has still the marks of her severe combat with the Endymion; her stern and quarter are much cut. She is considerably larger than her opponent, and a very handsome ship. Lieut. Morgan, the first lieutenant of the Endymion, since his arrival, has been promoted to the rank of commander for his gallantry in the action. The crew, to express their admiration of his conduct, are about to present him with a sword of considerable value, and the officers of the wardroom have insisted on purchasing his first pair of epaulettes. This is honourable to him both as an officer and a man. Much has been said relative to this engagement, but a perusal of the Endymion's log-book (extracts of which have been published) must convince most men, that the victory decidedly belonged to that ship. It should be considered, that, when the President struck, nearly one-third of her crew were killed and wounded—that Decatur, with all his superior officers, were rendered unable to attend to the duty of the ship—that she had six feet water in her hold, and that the quarter-deck was literally in the command of a mere youth. The Endymion having bent new sails, was ranging fast up with her, almost in as good trim as if she had not fired a shot. She was fully prepared to renew the fight, with three shots in every gun of the main-deck, and her carronades well charged with grape. It is the opinion of many, that from the cut-up state of the President, the first or second broadside must have been fatal to her. We are thus particular in our statement, because we are anxious that valour should have its due reward.

On Captain Hope's arrival at Bermuda, the merchants and principal inhabitants met together, and deputed a committee to wait on him with the following address:—

"*To Henry Hope, Esq. Captain of H.M.S. Endymion,*

"In behalf of the magistrates, merchants, and many of the inhabitants of St. George, we beg leave to address you:—We have seen, Sir, the ship you command, and her prize, the United States' frigate President, captured, after an arduous chase and hard-fought action; and to have seen them in their present state is to be convinced of the gallantry and good conduct of yourself, and ship's company: it has proved too what we never doubted, that an American frigate of the largest class is not a match for a British frigate like the Endymion. This address is not meant to convey any extraordinary gratulations; you have done no more than we were prepared to expect, but indeed with much less loss than was apprehended, for we all know that the spirit of America emanates from the spirit of England. Permit us to add, your modesty after victory, and your delicate treatment of a conquered enemy, have been no less conspicuous than your valour. Accept from us, as a proof of our esteem of your conduct, during and after the action, a piece of plate, which, while it commemorates your victory, bears with it our wishes of peace with America. To the officers of the Endymion's gun-room, we beg, through you, to present a goblet, as a mark of our esteem of their gallantry and good conduct on this occasion, with a request that it may be considered as attached to the present, or any future ship, which may bear the gallant name of "*Endymion.*"

"*St. George, Bermuda, March 7th,* 1815."

*Edward Goodrich,*
Chairman of the Committee."

Captain Hope returned the following answer:—

"SIR, *H. M. S. Endymion, Bermuda, March 7th,* 1815.

"I have received the very flattering address from the magistrates, merchants, and many of the inhabitants of St. George, communicating their distinguished approbation of my conduct, and the Endymion's officers and ship's company, in the late action. In accepting this handsome mark of your esteem, if any thing could add to my satisfaction, it is the high opinion entertained by so respectable a committee. In the name of the officers, I beg to express how deeply they feel the effect of this mark of your approbation, and in both instances it will be ever proudly preserved.

"I am, Sir, your most obedient humble servant,

*H. Hope.*"

The President bore Commodore Decatur's broad pendant, and a white flag at the foretop-gallant-mast head, upon which the word "President" was written in large characters.

The President is 1600 tons burthen; 144 ft. 2 in. in length, 44 ft. 2 in. in breadth, has 16 ft. more length of keel than the Endymion, and is seven inches wider than the Egyptienne.

### PERING'S IMPROVED ANCHOR.

Richard Pering, Esq. of his Majesty's Dock-yard, Plymouth, was ordered to attend Commissioner Sir Robert Barlow, in the Dock-yard at Chatham, on the trial of an anchor of 25 cwt. made on Mr. Pering's principle, against one made in Deptford Dock-yard of 26 cwt. on the old plan. The anchors being opposed to each other, were hove upon two capstans, the Deptford made anchor yielded with apparent ease, by breaking in the arm: Mr. Pering's anchor did not appear to alter its shape; this trial took place on the 11th. On the 20th, the same anchor was again tried against one of 31 cwt. on the same spot, in the presence of Sir R. Barlow, several naval captains, and the officers of the Dock-yard, when the larger anchor again yielded to the lesser. Mr. Pering's anchor, though five hundred less in weight, did not appear to alter its form. The opinion given by the anchor-smiths of the Dock-yard, is, that an anchor of 25 cwt. made on Mr. Pering's principle, will be equal to one of 40 cwt. made on the old plan.

### NELSON ESTATE.

It appears from "the Report of the Proceedings of Earl Nelson's Trustees," dated the 18th inst. that they have at length, by their agent, Mr. Litchfield, entered into an agreement for the purchase of an estate, mansion-house, and park, at Standlynch, in the county of Wilts, the property of the late Henry Dawkins, Esq. which is situated near the road leading from Portsmouth to Bath and Bristol, on the banks of the Avon, about four miles south of Salisbury. This estate comprises the manor of Standlynch, the whole of the extra-parochial hamlet of the same name, a large and respectable mansion-house and offices, nearly 1,900 acres of land, of which about 1,290 acres are freehold, 515 copyhold of inheritance, subject to certain small fines, and 93 acres copyhold, for lives, with a fishery in the river Avon, and a water corn-mill, and the right of appointing the curate of Standlynch. The whole of the land-tax, with a very small exception, is redeemed.

The price which the trustees have agreed to give for this estate, including the timber, which is considerable, is 93,450*l* and it has been reported to them by their architect, who surveyed the buildings, that about 3,000*l*. will be wanted for repairs. The trustees, being aware that they could not be warranted in entering into an agreement for the payment of any purchase money beyond the amount of the grant of 90,000*l*. thought it necessary, before they authorised their agent to enter into the negotiation, to require from Earl Nelson, with whose approbation and concurrence the negotiation was entered upon, an undertaking that he would, in the hope that Parliament might think proper to make good the same, pay the excess of price beyond the sum of 87,000*l*.; a portion of the estate equivalent in value being, in case no such grant shall be made, conveyed to his Lordship as his private property; by which arrangement, 3,000*l*. would be set apart for the repairs, according to the estimate.

### ON THE DRY ROT.

The dry rot is caused (in the opinion of Captain Pasley) by the decomposition of confined water. When such water is decomposed spontaneously, or by affinity, between the wood and the gases of the water, the oxygen attaches itself to the woody fibre, and destroys its texture; the wood has suffered a chemical change thereby, similar to its being acted on by an acid. The oxygen in its nascent state attacks the wood. This appears by the defined limits the rot in many instances presents. An oak plank, 20 feet long, has been perfectly sound, except in those parts in contact with carlings, under which the rot has prevailed, and the extent of the rot has been exactly that of the surface in contact: the rot would have spread beyond these precise limits, if the gas had been in an elastic state; hence it is highly probable that the oxygen of the water unites to the wood the instant of its separation, and the time may be very short indeed between the disunion of the confined water, and the entire destruction of the timber acted on. After the oxygen has destroyed the fibre, it unites to the carbon of the wood, and forms that carbonic acid gas found always in such places, which has led some to suppose, that this gas produced the dry rot. The hydrogen of the water, alone, or carbonated, flies off, and adds to the impurity of the air. Dry rot is not contagious; dry rot cannot give dry rot, the destroying principle alone can do so. The above-mentioned plank having the rot, and not communicating it to the intervals of sound wood between the carlings, and two scarfs in close contact, one sound, the other having dry rot, prove that it is not contagious. It likewise proves, that the benefit arising from airing or ventilating wood in a ship is a partial one. Almost always dry rotted wood has a crust or outer shell of wood less rotted than the interior; the thickness of this coat depends upon the degree of airing the wood has enjoyed; sometimes this coat is three inches deep, and perfectly sound; and below that, the same plank has the dry rot, which shews there are limits to the process of ventilating. Surfaces in contact cannot be ventilated: a tree, in other respects perfectly sound, may have some cubic feet of dry rot in the centre: this has appeared.

To make ships durable, it is now said, there is no other way than to take a length of time in putting them together, three years at the very least.—If this was not attended with great expense during peace, still it is not always practicable: the elements and the fortune of war will oblige ships to be built in haste, and of unseasoned wood; and as money is of greater value as it is harder to be raised, it urges the great necessity of getting rid altogether of the dreadful expense incurred by dry rot, if it be possible by any and every means. Trials under due encouragement by scientific men will do so—experiments by those who know how, upon correct data, will, in no great length of time, prove that the dry rot can be for ever removed from the British fleet. There are instances of vegetable and animal matter having their *strength* preserved for centuries, after the life is gone; and this is done by ascertaining what *causes* the destruction of such things, and then removing the discovered cause. Water always exists in animal and vegetable substances, and it being subject to spontaneous decomposition,

we see that the removal of water by stoving, &c. is always part of the process. The strength of the fibrous texture of the oak is at least equally capable of being preserved. This is not *giving* longevity to wood, it is only preventing premature decay. The old age of a ship may yet be more certainly reckoned on than that of man.—It will have nothing but the elements to prevent its longevity; and with the encouragement that this country can hold out, and which the nature of the case demands, the dry rot may be so effectually got rid of, that the curious at a future day will have no other knowledge of its existence, than by seeing a piece of it on a shelf in the British Museum.

To prevent dry rot in wood, it is necessary to unite with the water in the wood, some *ingredient* that shall keep water always compound, and that may become solidified in time in the wood as water is in lime. This will give additional density to the wood, and fit the greenest wood for immediate service. For as water is the medium whereby the preserving ingredient is introduced into the wood, it follows that the wood most liable to have dry rot is most susceptible of imbibing the preservative. It being always necessary to boil plank to assist its bending, the ingredient may be introduced at the same time, with little expence, and no additional trouble. The practical chemist, to whom this subject is addressed, will dictate the ingredient, nitrat, or acid, its proper degree of strength, &c.

A piece of wood boiled in a solution of the nitrat of silver, and some pieces of green oak not so prepared, were put into garden mould, in a box, not air tight, and covered with 10 inches of earth, in order to give them the dry rot. At the end of six months, when taken up, each piece was perfectly sound, and lost all humidity in a few days in the open air. From their sound state, and drying rapidly, it is concluded that the earth had imbibed all those *essences* that cause wood to imbibe moisture, and which, perhaps, assist to decompose it. Might not this operation on the wood works for large buildings be worth the trial? Coffins never have dry rot, and retain their strength of fibre longer than some palaces or ships.

### VOLCANIC ERUPTION.

*Manilla, February* 24, 1814.

Thirty years had elapsed since the volcano of Albay, called by the natives Mayon, had remained in undisturbed silence; so that it was contemplated without those feelings which volcanoes generally raise in the minds of the neighbours. The last eruption took place in the year 1800, when great quantities of sand, stone, and ashes were thrown up, and caused great damage to the neighbouring villages. From that period nothing occurred to mark a volcano, so that the terror which it had occasioned began by degrees to evaporate. The lofty brow of the mountain was converted into a pleasant and beautiful garden, and was cultivated with hemp, cocoa-nuts, and many kinds of fructiferous trees, with a great quantity of roots and leguminous plants, which, at the same time that they afforded a delightful prospect to the eye, gave support to many industrious families.

On the last day of January some slight shocks of earthquakes were felt, but were hardly noticed; similar shocks having become very frequent since the dreadful eruption in October, 1800. During the night the earthquake became more severe, and at two o'clock in the morning was more violent than had at any time been known. It was repeated at four o'clock; and from that time continued without intermission till the eruption commenced. A morning more fair, or an horizon more serene than attended the approach of the day, had never been known. The hills contiguous to the volcano were, however, observed to be covered with mist, which was supposed to be the smoke of some house that had been burnt during the night. No sooner, however, had the clock, on that fatal morning, struck eight, than the volcano began to emit tremendous quantities of stone, sand, and ashes, which were instantaneously thrown up into the air, higher than the eye could reach, and caused terror and consternation among the inhabitants, who saw the summit of the mountain assume a most terrific appearance. The eruption was more tremendous than had ever before been known, and every one expected instant death. The first effort was to offer up prayers to the divine mercy, and then fly to seek shelter in the caves and remote parts of the mountains; but the efforts of many were fruitless, being overtaken in their flight by showers of stones and burning matter, which spread death among them. The misery of our situation increased as the day became darkened, and the subterraneous noise of the volcano more severe. The eruption continued for *ten days*, and during the first four was accompanied by almost total darkness. About noon on the tenth day the noise of the volcano began to lessen, and by two o'clock the horizon was entirely clear, and enabled us to see distinctly the horrid and lamentable destruction which the darkness had concealed from us. Five populous towns in the province of Cumarines, and the principal part of Albay, were destroyed; more than 1200 persons were reckoned among the dead, and many that survived were dreadfully wounded or burnt.

The mountain presents a melancholy picture; its brow, which was before cultivated, and offered a beautiful prospect, is now a dry and barren desert. The matter thrown out by the volcano covers the ground in some places from 10 to 12 yards in depth, and in other places it reaches to the top of the loftiest cocoa-nut trees. Its ravages extend over the whole of the beautiful province of Cumarines, where scarcely a tree has been left standing or uninjured. The opening of the mountain, which forms the crater of the volcano, has extended itself twenty fathoms below the level, whilst on the southern aspect of the mountain, three new apertures have been opened, out of which smoke and ashes still continue to be occasionally thrown. The population of the province was calculated at 20,000 souls; and all who have survived the eruption have been ruined or deprived of every thing they possessed.

### BUONAPARTE'S ACCOUNT OF HIS VOYAGE FROM ELBA.

[*From the Moniteur of the 23d March.*]

"*Paris, March 22.*

THE Emperor, informed that the people in France had lost all their

rights acquired by 25 years of combats and of victories, and that the army was attacked in its glory, resolved to change this state of things, to re-establish the Imperial Throne, which alone could guarantee the rights of the nation, and to cause the disappearance of that Royal Throne which the people had proscribed as guaranteeing the interests of a small number of people only. On the 26th of February, at five in the afternoon, he embarked on board a brig of 24 guns, with 400 men of his guard. Three other vessels which were in the harbour, and which were seized, received 200 infantry, 100 Polish light-horse, and the battalion of flankers, of 200 men. The wind was southerly, and appeared favourable. Captain Chautard had hoped to double the island of Capraia before day-break, and to be then out of reach of the French and English cruisers which watched this point. This hope was disappointed. Scarcely was Cape St. Andrew of the Isle of Elba doubled, when the wind fell, the sea became calm; at day-break they had only made six leagues' progress, and were still between Capraia and Elba, within sight of the cruisers. The danger appeared imminent. Several seamen advised a return to Porto Ferrajo. The Emperor ordered the continuance of the voyage, designing, as a last resource, to gain possession of the French squadron. It consisted of two frigates, and a brig; but all that was known of the attachment of their crews to the national glory, did not permit a doubt that they would hoist the tri-coloured flag, and join us. Towards noon the wind freshened a little. At four in the afternoon we were off Leghorn. A frigate appeared five leagues to leeward; another was on the coast of Corsica; and farther off a ship of war was coming up right before the wind to meet the brig. At six in the evening the brig which had the Emperor on board crossed another brig, which was perceived to be the Zephyr, Captain Andrieux, an officer as much distinguished by talent as true patriotism. It was at first proposed to hail the brig, and make it hoist the tri-coloured flag; but the Emperor ordered the soldiers of the guard to take off their caps, and conceal themselves on the deck, preferring to pass the brig without being recognised, and reserving to himself the resource of causing it to change its flag, if obliged to resort to it. The two brigs passed alongside of each other. The lieutenant of our vessel, Taillade, an officer of the French navy, was very well known to Captain Andrieux, and spoke him when within hail.—We asked Captain Andrieux whether he had any commissions for Genoa; some mutual civilities passed, and the two brigs sailing in contrary directions, were soon out of sight of each other, without Captain Andrieux at all suspecting what our frail vessel bore! During the night of the 27th and 28th, the wind continued to freshen. At day-break a 74 gun ship was seen, which seemed making for St. Florent or Sardinia. It was soon seen that this vessel paid no attention to the brig. At seven in the morning of the 28th, we discovered the coast of Noli; at noon, Antibes. At three o'clock on the 1st of March we entered the Gulph of Juan. The Emperor ordered a captain of the Guard, with 25 men, to land before the rest, in order to secure the coast battery, if there was any. This

captain, from his own head, formed the idea of making the battalion which was at Antibes change its cockade. He threw himself imprudently on the place; the Officer, who commanded there for the king, ordered the draw-bridges to be raised, and the gates shut; his troop took to their arms; but at the same time they felt a respect for these old soldiers, and the cockade which they cherished. However, the captain's operation failed, and the men remained prisoners at Antibes. At five in the afternoon the landing was effected in the Gulph of Juan; and the men bivouacked on the beach till the moon rose."

### MERMEN AND MERMAIDS.

[*From the British Critic.*]

Although the existence of mermen and mermaids is doubted by many, the history of England, Holland, Portugal, and other countries, proves the reality of these creatures. In the fifteenth century, after a dreadful tempest on the coast of Holland, one of them was found struggling in the mud, near Edam, in West Friesland; from whence it was carried to Haarlem, where it lived some years; was clothed in female apparel, and it is said was taught to spin. In 1591 another, caught in the Baltic, was sent as a present to Sigismund, King of Poland; it lived some days, and was seen by all his court. In 1560, the fishermen of Ceylon caught seven of both sexes, which were seen by several Portuguese gentlemen then at Menas, and among the rest, by Dimaz Bosquez, physician to the viceroy of Goa, who minutely examined them, made dissections, and asserted that the principle parts, internal and external, were conformable to those of the human species.—*Oriental Memoirs, by James Forbes, F.R.S. 2d Vol. p.* 164, 165.

## CORRESPONDENCE.

MR. EDITOR,

I SEND you a few observations on the renewal of the East India Company's Charter, a question of much national importance, and which, if you deem worthy of notice, you will oblige me by inserting in your valuable publication.

It is unnecessary to adduce numerous arguments to prove the national advantage of opening the trade to India; they have been fully discussed, and are too obvious to every disinterested well-wisher to his country, to remain in doubt. I shall, therefore, confine myself to the confutation of the only plausible arguments adduced by the defenders of the monopoly, whose numerous contradictions and inconsistencies are too obvious to excite doubt in the minds of the most credulous.

Since it has been admitted that the Company's trade to India has been long rather a losing than a gaining concern, what can be their serious objection to relinquish it, if during the war, when all Europe was pre-

vented from participating in the trade to India, and were under the necessity of receiving such India produce as they required, through the medium of the East India Company, that Company should then lose by the trade, how could they expect to carry it on at all on the approach of peace, when all Europe would rival them in the market; a candid answer to this question unriddles the mystery, and the extraordinary desire of the East India Directory to preserve a losing trade is at once accounted for.

The Company's regular ships sail many of them at near * a ton, and the free trader may be expected to sail at about 14*l.* per ton; the advantage to the nation at large is sufficiently evident, as on the approach of peace the trade of India must have passed to foreigners, or to preserve it, the trade of India must have been thrown open to British subjects, as the East India Company could not have disposed of Indian produce in the European markets, at any thing near so low a rate as foreigners, whose ships would sail at one-fourth the expense. I am aware it will be replied, the Company's ships in peace will sail cheaper than at present; and, for my part, I see no reason why they should not sail at much less expence than they do during war: they are in general overloaded with guns, which they cannot make use of; which, instead of being beneficial, only renders them more dangerous and unmanageable in bad weather; and which, I firmly believe, has been the principal cause of many of them foundering; and I find no instance of any one of their ships making its escape from an enemy, which it would not have effected equally well with half the number of guns.

When the East India Company first traded to that country, they had numerous enemies and formidable pirates to encounter, and it was then absolutely necessary to arm their Indiamen in some degree as ships of war, as they were unprotected by a navy which now covers the ocean, and in India undefended by strong fortifications, and a well disciplined army of 130,000 men; the Company were then merely a body of merchants, struggling against formidable rivals, whereas they are now the sovereigns of an extensive empire.

The commanders of many of their Indiamen having accumulated enormous fortunes, obtained seats in the Directory, and their connections succeeded to the command of their ships, by which means the shipping interest has obtained and preserved an overgrown influence over the Company's affairs, highly injurious to many other branches of their service, and by no means beneficial to their commerce.

The sacrifices made to the Hon. Company's regular ships, and the privileges enjoyed by the commanders, are too extraordinary to escape notice; and nothing but the most preponderating influence of the shipping interest could have so long averted a salutary reform.

While the East India Company are preaching upon rigid economy to their governments in India, which in some melancholy instances have been so rigidly enforced as to operate most injuriously on the minds of thousands of their servants; it is a notorious fact, that many of their ships bearing

* Omission in copy.

such despatches, are little more than two-thirds freighted by the Company; and the 1200 ton ships, four or five of which are sent annually to Bombay, for the purpose of carrying cotton to China, receive on board little more than half their lading on the Company's account, and the remainder becomes the perquisites of the captain; a very economical mode of lading ships taken up at the exorbitant rate of near * a ton, I confess; but lest their preference to that branch of their service should not be sufficiently conspicuous, the Hon. Court not long ago conferred the military rank of lieutenant-colonels on the captains of their regular ships, and directed the Bombay government to order that military honour should be paid them: this is almost too absurd to obtain belief, but it is a fact on record.

That the Court of Directors should thus trifle with the feelings of their army, is extraordinary; but more particularly so, when they cannot but be aware, that many of their commanders open a shop on their arrival in India, and retail their investment at those very places, where honors, hitherto reserved for the profession of arms, were ordered to be paid to the.

It is urged by the Directors as one argument for preserving the monopoly, that it would be unjust to deprive a large body of brave officers and seamen of employ; were that really the case, I should readily concur with them, but the very reverse is the fact.

They pomposnly boast of shipping to the amount of 103,333 tons, employing 1,400 officers, and 10,000 seamen, able and willing to minister to the national advantage and glory; and do they really believe those officers and seamen will suffer by opening the trade: let us examine the case as it really is.

By opening the trade it cannot reasonably be expected that the tonnage required for it will experience any reduction; on the contrary, it will be augmented, and a nursery for British seamen established. The Company's East India Trade cannot be esteemed a good nursery for seamen; their crews are made up of a motley gang of deserters from men of war, foreigners, and run-away vagrants from different parts of England; but the nursery for genuine British seamen are the smaller class of ships in the coast trade, fisheries, and West India trade, where they enter as apprentices: those are the nurseries for our seamen, and the free trade to India may be esteemed another.

If a service, in which the gradations below the rank of a captain are not fixed, but subject to change and vary at the caprice of individuals, can be called a public service, why then the India service has some claim to that title; but when we remember, that neither merit nor length of service confers a command in that employ, and that money alone, or powerful connections in the shipping interest, can obtain the command of a ship, we cannot readily believe that the officers and seamen now so employed would suffer by opening the trade.

At present, a captain or the owner of a ship in general selects all the

* Omission in copy.

officers, except a chief mate, that are required; and as they are not taken from any roster, or public list, but selected as caprice or interest dictates, I cannot conceive what change could prove injurious to that large majority, who have neither money nor influence to recommend them, in a service where merit has no claims; and it not unfrequently happens, that officers who have held the situation of second mates, are under the necessity of going out again as third, or remaining idle at home.

To those who have powerful connections, or private fortunes, there will be little difficulty of obtaining advantageous situations, while those experienced and meritorious officers, who might have served the Company all their lives without obtaining commands, may be now sought for by the Free Trader, to command their ships, from their experience in the navigation and local knowledge of the country.

As for the bombast of the Company's ships having been occasionally freighted with British thunder, it is too ridiculous to require comment; they stick their ships full of guns, as if the enemy were to be frightened with their appearance; for their largest, which carry about 40 guns, have only a complement of 150 men, and considering they are almost as heavy rigged as 64-gun ships, what can any reasonable man expect from them in action; their appearance did much for them in the rencontre with Admiral Linois, aided by a report the French admiral had received from a Portuguese, that four of them were armed as 50-gun ships; but no man conversant with naval affairs will ever esteem them adapted for making such a defence as may be expected from a ship mounting 40 guns, which the unfortunate captures of the Kent, Triton, and several others, sufficiently evince.

In time of war, as the largest Indiamen carry only a complement of 150 men, if they had only 20 12-pounders on their upper-deck, without poops, they might then be fought to advantage; their decks might be kept clear, and in bad weather they would be much more safe and manageable, and consequently meet with fewer accidents.

I cannot conceive the reason for overloading them with guns, many of which (such of the Directors as have commanded ships) must be aware are very seldom clear, and if they were, could not be manned; if it is merely for parade and shew, it ill accords with that regard for economy which they profess; but if it is intended to frighten an enemy, wooden guns might better answer the purpose.

To the proprietors of India stock, the opening the trade to India must prove beneficial, as well as to the nation at large; but the India Directors may find a loss of patronage, as well as that overgrown influence generated by the complicated connections of the shipping interest; but the Company's affairs must generally benefit by the measure.

As the Court of Directors have long had economy for their text, let me ask how it has occurred that an establishment, consisting of only a few dozen persons, should be permitted to remain on the most lavish and extravagant system of profusion, its expences exceeding that of some of their governments; I allude to their establishments at China, where they have neither fortifications, troops, or numbers to incur expense, but where

the most unbounded expenditure finds no check : the Court of Directors are possibly aware of the cause, but the proprietors I imagine are not so well acquainted with it.

A large commercial, or rather political, body as the East India Company now are, with an immense territorial revenue at their disposal, should minister largely to the state, and every mode by which they can contribute to assist and preserve the national force, should be strictly attended to and embraced.

At the conclusion of last war, I am informed, the Board of Admiralty obtained a promise from the East India Directors, to receive a certain number of midshipmen from the royal navy, for the purpose of completing their naval establishment of ships of war at Bombay; and as the peace will leave thousands of promising young gentlemen without any prospect of employ, it becomes a national question, whether or not the Company should afford such assistance towards employing the legitimate forces of the country.

By act of parliament, the East India Company are permitted to have a naval force, consisting of ships of war perfectly distinct from their India merchant service, with a complement of 5000 seamen, one rear-admiral, with a proportionate number of captains, lieutenants, &c.; and as I understand that force is now very deficient in point of numbers, both in officers and European seamen, I beg to suggest, whether it may not be eligible to complete it from his Majesty's navy.

As the want of European seamen in the Company's naval force has occasioned the employing many native seamen, it may be expedient to prohibit the employment of native seamen during peace, in order to afford every possible means for the encouragement of English seamen, many of whom will find difficulty in obtaining an employ, and be induced to emigrate.

The commander-in-chief of the Company's forces at each of the Presidencies in India, are officers belonging to his Majesty's service; and their naval force in India, which is strictly military, should undoubtedly be commanded by an officer of his Majesty also, as it would tend to harmonize the services when acting together, and be productive of much public benefit; and it appears very remarkable, that no naval officer has hitherto been appointed ; but still more extraordinary that it should be conferred by the Court of Directors on the captains of some of their merchant ships, whose habits being purely commercial, cannot be qualified to preside over a corps, whose duties and habits are purely military: it can only be attributed to that source of every inconsistence in the Company's affairs, the over-grown influence of the shipping interest, which undoubtedly loudly calls for a remedy.

The officer appointed by the Court of Directors to preside over the Company's naval force at Bombay, is styled superintendant of marine, which situation at present is filled by Mr. Mereton, late a commander of an East Indiaman.

Some years ago, several of his Majesty's regiments were raised to serve in India, and half the officers were appointed by his Majesty, and half by

the Court of Directors; and as their marine force is now very short of the number allowed by act of parliament, the frigates transferred by the Company from their marine to his Majesty's navy might be returned, as also any others necessary to complete their fleet, with a proportion of officers, which would not only be a provision for a number of deserving men, but insure an efficient and respectable force in that part of the British dominions.

I remain, Sir,

Your obedient Servant,

*A Constant Reader.*

MR. EDITOR, *March 12th*, 1815.

THE satisfaction and pleasure which every well-wisher to his country naturally derived from the recent brilliant achievement of Captain Hope, in the Endymion, I fondly, but vainly, hoped would be unalloyed by any future reverse of fortune, before the war with America was brought to a final close. I fear, Mr. Editor, in common with other sanguine minds, I anticipated that it would be closed by the conquest, at least of New Orleans, if not by the capture of more of the American men of war; but, alas! how uncertain is the success of the best arranged schemes of man, and how fickle is fortune; surely the many sad and blood-stained reverses, which our arms (every where victorious in Portugal, Spain, and France) have lately sustained in America, is to the British nation a most melancholy proof of this uncertainty. The intelligence just arrived from the brave, but unsuccessful bands of heroes lately commanded by *the gallant and lamented Pakenham*, who can read, without admitting that victory is awarded *from on high*, and that the battle is not *always* to the strong. In this instance, if valour, discipline, science, and ample experience in the art of war, could have availed, it was on our side; a general of first-rate abilities, accustomed to conquer, was sent to command our gallant but *disjointed* troops; he was seconded by excellent officers, and the perseverance and devoted heroism of soldiers never was more conspicuous, than on the late attack on New Orleans: it is clear, therefore, the fault was not with the army; and it appears to me easily demonstrable, that the expedition, or expeditions, for there were several, were undertaken *without* our possessing a proper knowledge of the country, or of the force and obstacles to be overcome. Our general began the attempt, and two superior officers landed soon after, direct from England, and in time only to head the attack, and gallantly leading on their brave followers to perish nobly in their country's battles. It is, therefore, evident that there must be combination and proper information as to the force and obstacles to be overcome before victory can be seized from a determined enemy; and such, in most instances, we have found the Americans. Thus clouded and obscured, thus drooping and withered, are the laurels of Wellington's brave associates, and thus has fallen, unconsoled *by the smile of Victory*, one of his noblest, bravest, and most highly respected generals; a man from whom, had he survived, England might have expected the most valuable services; but Victory or Westminster-Abbey

was the leading principle of this gallant soldier's life, and he has sunk into the heroes' grave, beloved and lamented; he went out to conquer or to die.

Thus has ended in defeat all our attempts on the American coast, and thus have the measures and inadequate force provided by our government brought disgrace—no never—our troops are Englishmen, and have performed prodigies of valour; but ministers have, by their weak, irresolute, and contemptible conduct, thrown victory into the lap of America; and, having uselessly devoted brave men to destruction, have at last concluded a peace far from glorious to Britain; certainly it must be allowed we have *not* conquered a better one; an inglorious, unsuccessful, war must naturally end in such a peace as America chose to give; for assuredly we have now done our worst against this infant enemy, which has already shewn a *giant's* power. Soon will the rising greatness of this distant empire (and its distance is, perhaps, fortunate for Europe) astonish the nations who have looked on with wonder, and seen the mightiest efforts of Britain, at the æra of her greatest power, so easily parried, so completely foiled.

Lamenting the fallen fortunes of my country, and the unavailing loss of so many brave men, I now take my leave of the American contest; it is to all appearance over, but history *will* record our defeats, and posterity will see and appreciate their consequences. *Sic transit gloria mundi.*

*Albion.*

MR. EDITOR, *March 15th*, 1815.

THROUGH the medium of your valuable publication, I wish the following circumstance to be made known. In August 1812, a court-martial took place in Madras Roads, on the captain of H.M.S. Malacca; one of the members of the said court, consisting of only five, dined on board H. M. frigate, Hussar, in the gun-room, some days previous to the above-named court-martial; and, in presence of the whole mess, asserted he was to get the ship on the dismissal of the said captain; a clear proof he was condemned before trial: the said captain of the Malacca was dismissed, and this member of the court did get the ship and was confirmed by the Admiralty.

As this statement will be read by many clever naval characters, I wish, as a young man seeking information, to inquire whether this was a strictly fair dismissal, or to make room for *honourables*, of which there are at present too many in our service.

*One of the Gun-room Mess.*

MR. EDITOR. *Rochester, April 3*, 1815.

HAVING addressed the first Lord of the Admiralty respecting the officers of the navy, I intended to have entered into a consideration of other matters relating to the naval service; the absolute necessity of securing

the willing allegiance of all seamen; and of making the ordinary a CONSERVATORY for those alone, who could be useful to their country in the event of war, by speedily equipping and manning ships designed for active service: but the present unexpected state of affairs will excuse a pause, and a digression to another subject, that must attract the serious attention and apprehension of every impartial man, not only in this country, but throughout Europe; I shall, therefore, only respectfully recommend it to the Government, to keep in view the situation of half-pay officers, as the property, or income tax must be again renewed, let their *allowance from their country* be held sacred.

All the prospects of peace, so fondly cherished by the nations who had groaned under the scourge of war for above twenty years, appear to be dissipated in a moment; and the portentous meteor presaging devastation, bloodshed, and misery, has suddenly burst upon the sight of astonished Europe; and spread a foreboding gloom over all countries.

I must confess I have often considered the singular situation of Buonaparte, with a belief that he was unnaccountably reserved for events, that would again bring him more openly into view. I could not perceive any great obstacle to prevent an adventurous spirit from gaining France, placed as he was, so near to that country, and with adequate means; but I certainly was not prepared to expect the general reception he has met with, in a country whose population he had wasted in pursuing the objects of insatiable ambition.

Ages to come will certainly be astonished, that a man, who might be considered as the rallying point of the military despotism established in France, should have been left as he has been.

The event now before Europe must be allowed to surpass all others of a similar nature on the records of nations. It however proves that the military ambition of France, for so many years inured to conquest and devastation, is ready to renew those scenes, at which humanity has groaned and wept. And it must be allowed, that it could not find an object better suited to its desires.

Amidst the wonderful events that have taken place since 1790, it is worthy of remark, that the spirit of delusion which burst forth at Paris, rolled the tremendous and destroying thunders of war for so long a period over the nations, aiming at universal dominion; and at last directed its fearful march into the heart of the Russian empire, until met at Moscow by the tempest of retribution, which drove it back, and gathering strength, pursued with victorious career, until in the capital of France, it wrested out of the hands of her military despotism, the sceptres and independence of nations.

But peace has but just began to dawn upon the world, when this military despotism suddenly appears again, ready to execute the desires of its ambitious head.

I would beg leave to mention a prediction, made about *six* or *seven* years since, respecting the probable duration of the French empire, as assumed in 1804.

The aspect of the nations of Europe was anxiously considered by two gentlemen in the habit of corresponding upon political subjects; when one of them, about the period mentioned, appeared to have lost much of that hope he had long entertained, of Great Britain ultimately coming out of the contest with honour and glory. To this it was answered, that whatever temporary conquests Buonaparte might make, the writer was satisfied in his own mind, that he would never establish universal dominion, or a large empire. This belief was not founded upon any superior political sagacity; but upon the sure words of propheey, that has represented the Roman dominion as the last so widely extended over Europe.

He farther observed, that as the French, from the commencement of their revolution, had been so fond of imitating the ancient Romans, and had run through so many forms of government in so short a time, it was probable that the imperial government would have a proportionable duration; which was calculated from the following facts:

| *Roman Forms of Government.* | *French Forms of Government.* |
|---|---|
| 1. Kings. | 1. Limited Monarchy, or Legislative Assembly. |
| 2. Consuls. | 2. Convention. |
| 3. Tribunes. | 3. Directory. |
| 4. Decemvirs. | 4. Consulate. |
| 5. Dictators. | 5. Consul for life. |
| 708 Years. | 14 Years. |
| Roman Emperors, 518 Years. | Therefore the French Empire, would continue little more than 10 Years. |

It may be observed, that the same person who was consul for life, was afterwards emperor; but if the constituent assembly were taken into the calculation, beginning in 1787, the same way of reckoning will give nearly the time when Buonaparte was first consul and emperor.

Whatever may be thought of the idea, it must be allowed, that there is a strange agreement of proportion of time; and also in what has recently happened, which previously had not escaped the calculator's notice. The reign of gothic kings after the Roman emperors was 40 years. This gives *ten months* to some government in France. Lewis the 18th entered Paris in May 1814, and left in March 1815, when his Government may be considered as subverted.

Whatever may be said of Buonaparte regaining the throne of France; although the same man, he is not the emperor who swayed the sceptre of Italy; held Germany and Switzerland in subjection; Holland annexed to

France; Prussia at his feet, and Austria at his command: he is shorn of those beams, nor is there any probability of his regaining them.

Notwithstanding all the experience France has had of the terrors of his reign, the spirit of delusion by which he has been received at once menaces the repose of Europe, as well as that of the people by whom he has been so received.

Whatever may be the exultation of the military power of France, and of those actuated by a similar spirit of impatient discontent, the questions which the sober and unprejudiced part of mankind, which the sovereigns of Europe have to consider, are, is he changed? is he divested of that cruel and restless ambition, that waded through oceans of human blood to gratify its desires? is he indeed the desire of the most respectable part of the French nation? or only of its restless military power, and of the lower orders of profligacy (the canaille). Is there any security that he will confine himself within the limits prescribed to France? Would he view without envy and hatred the maritime preponderance of Great Britain? Would he cease from intriguing that he might divide and conquer? It is some consolation to humanity, that France is now stripped of all her conquests; that the nations and their governments have had full experience, what degree of confidence is to be placed in the professions of her military despotism, of its moderation, and desires.

The future is generally so deeply concealed in the mysteries of divine providence, that it baffles all the attempts of human penetration. The events of the last two years need only be appealed to for this truth. Who could have hoped in the beginning of 1813, that before fifteen months had expired, Buonaparte would be driven to Paris, and thence from the throne of France? Who, in the beginning of 1815, nay in the beginning of March, that beheld him an exile on the island of Elba, could have expected ere the month had expired, that he would quit his retirement, enter the south of France without opposition, traverse the country in the same manner, and seat himself on the throne?

The event is so mysterious, that expectation must labour in pain, until time shall give her delivery. Is it to produce lasting peace to the nations? of this there can be no hope. The conspiracy by which it has been effected, breathes another spirit than that of benignity, compassion, and moderation. It has been nurtured in fraud, violence, and crimes, at which humanity revolts; what then is to be expected from it? Where is the storm to fall? Will the allies suffer it to reach Germany? Or will they meet the restless, domineering, military power of France upon her own soil, that denies any hope of solid repose to Europe, until it be completely overthrown? By adopting the last measure, incalculable advantages would be gained, from draining the resources of war, by which it must be supported; and giving that part of the population an opportunity of declaring itself, which is at present awed by the military power.

It has been believed by men of research, that whatever relation the prophecy contained in the beginning of the 16th chapter of Revelations, may have had to former events, that the first vial relates to that spirit of

delusion which fell upon all ranks, but chiefly upon the lower orders in France and some other Roman Catholic countries, at, and before the commencement of the French revolution. The second, to the general maritime war throughout Europe, where the British navy triumphed over all opposition. But others think it also relates to the extinction of the Roman Catholic religion in France, for a time; the sea being the region of commotion and agitation; and out of such a sea, the ten horned beast is represented as rising. The third vial, to the persecution and slaughter of the Roman Catholic clergy in France.

By the decree of the 26th of August, 1792, to transport all ecclesiastics who had not taken the national oath, the number who fell under it, were 138 bishops, and 64,000 priests of the second order. About 24,000 priests were murdered. Does their blood still call for vengeance? as also that of 250,000 women, and 230,000 children? The fourth vial is believed by many to relate to the military despotism of France, lording it over the nations; plundering, extorting, and massacreing at its pleasure. Is the short calm that has prevailed over Europe to be considered as the end of the plague? or is it again to burst the barriers of France, and once more pour its fury upon the nations, until again driven back?

If it be an end, the fifth vial prepares us for great calamities in France and Italy, represented by darkness and gnawing the tongue with pain. For where can the seat of the papal power be so properly estimated, as in these countries; in one of which he has reigned; and the power of the other gave him dominion, consequence, and authority. Although Spain and Portugal have long been under the influence of popish bigotry and priestcraft, yet they have not been directly so instrumental as France, in protecting the papal chair. What is now taking place in Spain, may prepare us for any event in that unhappy country, where honour, loyalty, and patriotism, are repaid by the blackest ingratitude; where bigotry is labouring to prevent the exercise of reason and of conscience.

Is it to be supposed that what France and Italy have already suffered by war and conscription, includes the description of the fifth vial? This I doubt; for the sixth vial prepares us for the overthrow of the Ottoman empire, and the appearance of new actors on the theatre of war, denominated "the Kings of the East."

Until this be accomplished, it appears, that the papal power will in some measure continue, as also the title of Emperor of the Romans; or some semblance of that empire; as they and the Mahommedan powers are represented as stirring up the nations to a contest that will make the earth tremble with the terrors and conflicts of war, represented under the similitude of an earthquake; so "great and mighty," that its like had never been "since men were upon the earth."

In this convulsion of the nations, it appears, as if the petty sovereignties of Europe would be swallowed up, as expressed under the similitude of "The falling of the cities of the nations;" when the great city is to be divided into three parts. Is this great city the ancient Roman empire or the continent of Europe?

Perhaps we ought to believe, that whatever portion of Europe, which is to be considered as modern Babylon, it will be invaded by nations from the same quarter, as those that overthrew ancient Babylon; but not unaided by others nearer to the country so designated.

But Sir, though these subjects be interesting to all men, they do not properly come within the intention of your work, I shall therefore conclude by observing, that how these *certain events* are to be accomplished, can only be known to him who "ruleth in the kingdom of the children of men, and giveth it to whomsoever he will, and setteth up over them the basest of men," for their punishment.

While we bow with humble submission to this rule; yet the mind must be filled with anxious solicitude, that the government of this country fall not, in any manner, under a spirit of delusion, that has proved fatal to many countries, since the year 1792. It matters not what the cause of delusion may be, when it is pregnant with national evil.

Let us trust, that what the country has experienced will ever be kept fully in view. Now that the French military power is again put in motion, will not the naval arms of Great Britain be looked unto, as one of the principal means of opposing the desolating scourge? As great part of the officers must remain on half pay, it is earnestly to be hoped, that their case will be duly and impartially considered by his Majesty's government, with that spirit of liberality, which their situation requires, and not with the stern visage of power, and the unfeeling calculations of indiscriminating finance. I am, Sir, &c.

*Arion.*

*** A report has lately been circulated in this country, that a number of bibles, sent to France by the British and foreign bible society, were burnt, by the order of the government. There is something so shocking in the thought that few will give any credit to the report. It would however be desirable to see it authentically contradicted.

MR. EDITOR, *12th April*, 1815.

THE astonishing, and unexpected event, which threatens to plunge the nations of Europe into a new war, could not fail to fill every thinking mind with the most serious and awful forebodings, relative to the dreadful and overwhelming tempest which will soon, to all appearance, be let loose in France,—that garden of the world must soon become in all probability a desert, the seat and scene of war. I do not mean here to enter at all into the merits of this new contest, farther than stating my conviction, that, *peace with Buonaparte* is impossible, and that, his intriguing and domineering spirit is incompatible with the tranquillity and freedom of the world; he *now* fights for his *life*, and the nations for their freedom: *they know well* the man they have now to oppose; they have *felt* his *cruelty* and *injustice*, and their own generous forbearance to conquered France has been treated with the basest duplicity and ingratitude.

I trust the Allies will once more succeed in removing *him* from the throne, and his base and faithless adherents from the soil of France. England is now busily preparing for war; ships are ordered to be commissioned, and men to be entered and impressed into the Service with all possible expedition. The proclamation, addressed to the seamen of the fleet, by the Lords of the Admiralty, appeared to me very well calculated, to reconcile the minds of those who have not been paid off, as was expected and promised, at the end of the American war, to a longer service: it is certainly, *at the present moment*, impossible to discharge any seamen who have not served from 1814, according to the plan resolved on by the board: their *determination* however to discharge *those* who have served ten years constantly, and faithfully, *at this eventful moment*, is the *best and surest pledge* seamen can have of the anxiety of Government to demand, and require their services *only* when absolutely necessary; and even in times of peril and danger to make the call upon them as easy and light as possible. I most sincerely hope the fleets we may have occasion to fit out will be well and readily supplied with seamen, and that this new contest will be so short, as very soon to allow of a *complete* discharge, at least of those who have served seven years and upwards. It has often been suggested, and that too by men the best acquainted with the characters of sailors, that the number of petty and warrant officers ought to be encreased, as well as *their pay*. I am convinced some *new* regulations on this head would be attended *at the present moment* with the best advantages: let these additional officers be carefully selected from crews who have served long together, and from amongst men, (properly qualified) who have been longest in his Majesty's service, and of good characters, and let their pay *increase gradually* according to the number of years they have served; the stimulus, such promotions, and rewards would give is incalculable; it would reconcile the minds of our seamen to the service, by shewing them, that the ladder of promotion to *them* (as well as commissioned officers,) was open and enlarged. I believe it is universally admitted now, that ships of war *must* in future be paid their wages on foreign stations as well as on home ones, and I do earnestly hope *steps* will be immediately adopted to carry this into effect; the great injustice of withholding it is palpable, and I believe it is one of the *greatest* grievances seamen labour under: let it be done however by all means under proper restrictions. Some plan must also be soon fallen on, when ships are paid off, to remit the *seamen's money*, who may chuse to have it so, to their places of nativity, and to save it from the ravenous *crimps* at the sea ports. Now that a new sanguinary war is before us, let us cherish our wooden walls, and amidst the great expenditure to which we *must* be subjected, let us not (I am sure the nation never will) hesitate to make the situation of our naval defenders as comfortable as possible: wishing them all success,

I am, &c.

*Nestor.*

P.S. We have *much*, too much, *cause* to regret that *time* has not been afforded—*that peace—that golden dream*, (alas, it appears now only as a dream,) has not continued long enough to allow the B. of A. to carry *all* their plans of amelioration, rewards, and encouragement, into complete effect, but I trust, although war must increase their labours, it will increase also their anxiety and resolution of *doing all*, the *critical times* will possibly admit of. They have already added another Lieutenant to each ship, and will, I doubt not, increase the number of inferior officers likewise.

## SHIPWRECK.

*Loss of the Prize Ship General Wellesley, from London, bound to India with a very valuable cargo, prize to the Privateer Brig Yankee, of Bristol, R. I. together with between 50 and 60 of her crew.*

*Charleston, January* 14.

ABOUT one o'clock on Thursday last, a ship was observed passing close in with our bar, from the Northward, under a press of sail, with a signal for a pilot flying at her foretopmast head: and at the same time a very large ship in the offing, apparently a frigate of the first class, or a 74, endeavouring to cut her off from the south channel—soon after the first vessel had run down behind the land near the Light House, the ship of war hove to, and afterwards stood off to the Eastward under her top-sails. The general opinion at the moment was, that the ship had crossed the bar and would soon be in sight, standing up for the town—but this hope was disappointed, and in the evening information was brought up by a small pilot-boat, that the ship was ashore on the South Breakers, and that the sea was breaking around her in such a manner as rendered it impossible for them to board her. In this situation she was observed to remain at sundown. During the night the wind blew fresh at N. E. and the ship went to pieces.

Last evening Captain Cansler, Sailing Master of the U. S. Navy, attached to the flotilla service, came up from below, and has furnished us with the following particulars:

On hearing that a ship was ashore near the bar, Capt. C. left town in an open boat in order to render any assistance which might be in his power, but on getting below, the weather was so boisterous, and night coming on, he found it impossible to appproach her;—it was therefore determined to join the flotilla of barges, lying at the back of Cumming's Point, until daylight next morning, when they would again endeavour to reach the wreck. During the night information was brought them overland from the Light House, that the prize-master and 12 men had landed there from the ship, and that about 60 souls still remained on board her, principally Lascars or Seapoys.

As soon as it was light in the morning, Captain Cansler proceeded with all the boats attached to the barges to the wreck, but, dreadful to relate,

on approaching where she lay, scarcely any thing was to be seen of her above water; a part of the fore-chains remained, and several of the unfortunate creatures were lashed to it; seven of which were taken off alive, two white seamen and five Lascars. All the rest, amounting to upwards of fifty, had been washed overboard and perished when the ship went to pieces during the night.

The Ship was the General Wellesley, from London, bound to the East Indies, with a very valuable cargo, consisting of 18,000 bars of iron, besides a large quantity of dry goods, brandy, porter, &c. She was one of a fleet of about 30 sail, all of which were in sight when she was taken—they were under convoy of a 74, and a store ship, having on board three or four hundred soldiers. She was captured about the 6th or 7th of December, in lat. 4° 30′ N. and lon. 25° W.—was a fine ship, coppered to the bends. Had seen no men-of war until chased on shore on Thursday by a 74.

The prize-master did not come up to town last evening; he is still at the light-house. Three or four trunks were brought on shore by him when he landed; and some boxes containing valuables were taken out by the privateer. It is the opinion of the prize-master, that had a decked boat come along side them on Thursday afternoon, property to the value of 20,000 dollars might have been saved, as well as the lives of upwards of fifty of our fellow-creatures, who have thus unfortunatly perished.—One of the two white seamen who perished was the Boatswain of the prize.

If something is not soon done to remedy the evils complained of by those approaching our bar, the revenue, and this city in particular, will suffer severely. Within two months, two fine ships, with very valuable cargoes, have been lost upon our bar. In the first instance there was no enemy in pursuit—and had there been a pilot on board the vessel, she might have been brought into port in safety. In the latter case, she was closely pressed by an enemy's vessel, and the tide being about one-third ebb, it was probably impossible to bring the ship over the bar—yet, if the ship must have been lost, with proper assistance a great portion of the cargo might have been saved.

## PLATE CCCCXXXIV.

VIRGINIA, one of the thirteen United States of North America, is bounded on the east by the Atlantic Ocean, on the north by Pennsylvania and the river Ohio, on the west by the Mississipi, and on the south by North Carolina.

These boundaries include an area somewhat triangular, of 121,525 miles, whereof 19,650 lie westward of the Allegany mountains, and 57,034 westward of the meridian of the mouth of the Great Kanhaway. This state is therefore one-third larger than the islands of Great Britain and Ireland, which are reckoned at 88,357 square miles.

The original discoverer of this country was Sebastian Cabot, who, in

MARY
-of-
NORFOLK
Baily sculp.

1497, first made the northern continent of America, in the service of Henry VII.

Sir Walter Raleigh having, in the beginning of the year 1584, represented to the privy council the probability of discovering new lands in America, equally advantageous to England, with those of Peru and Mexico to Spain, obtained letters patent from Queen Elizabeth, granting to him and his heirs, "A right to discover and possess all such countries and lands, as were not yet under subjection to any Christian Prince, or inhabited by Christian people, with a reserve to the Crown of one-fifth of all the gold and silver ore which should be found in any of the said countries."

On the twenty-seventh of April, two barks fitted out by Sir Walter, one commanded by Arthur Barlow, and the other by Philip Amydas, sailed from England, and on the tenth of June fell in with the American islands.

On the fourth of July they imagined themselves within sight of the continent, and having sailed upwards of forty miles along the coast, they anchored and took possession of it, in the name of the Queen of England. It proved, however, to be but an island, called by the natives Wokoken, in the neighbourhood of the continent, whence, in the course of a few days, came numbers of the natives, to trade, bringing pearl, coral, and skins, which they exchanged for vessels of tin, and trifling toys.

The kind treatment they experienced from the English, induced the king's brother to pay them a visit, with forty Indians in his train. He was, of course, received with due respect, and presented with whatever appeared most to attract his notice; and among other things, the most acceptable present to him was a pewter dish, which he hung about his neck, to defend him from the arrows of the enemy. In return, he presented the English with twenty deer-skins.

In consequence of this friendly intercourse, he brought his wife, a woman of modest manners and agreeable person—her dress was an apron of deer-skin, lined with fur, and a mantle of the same kind: she wore a band of white coral on her forehead, and bracelets of pearl; and some, as large as peas, hung from her ears.

The mark of distinction among these people, and which all the prince's attendants wore, was, a copper plate affixed to their foreheads; and it was observed, that no person without this ornament, dared to trade or examine any goods, until the prince had made his choice.

Knives, hatchets, and axes, were the articles most coveted by them; but it was not judged prudent to put many of them into their hands; and so laudably predominant was this sense of caution in the crews, that a sailor refused a box of pearls offered him for a sword. The country was called Wingandacoa, and the name of the king at the time of its first discovery was Wingina, whose residence was six days' journey on the continent.

In September, the ships returned to England, with two of the natives, and Captain Barlow's representation of the country gave such pleasure and satisfaction to the Queen, that she named it (with some personal allusion, we presume) *Virginia*.

Sir Walter Raleigh, encouraged by Elizabeth to pursue the discovery of it, fitted out in the following year, conjointly with Sir Richard Greenville, seven vessels, preparatory to the establishing a settlement at Virginia, of which Sir Richard Greenville took the chief command.

On the ninth of April, 1585, he sailed from Plymouth, and on the twenty-sixth of June, came to an anchor at the island of Wokoken, where he unfortunately lost his ship. From thence he crossed over to the continent, and having brought safely back the two Indians, committed to the care of the former adventurers, he was received, and treated by the king's brother and the natives with the kindest hospitality.

Appearances being thus promising, Sir Richard left one hundred and eight men, with every thing necessary for their use as settlers, under the care of Mr. Ralph Lane, and Captain Philip Amydas, and returned to England with a valuable cargo of skins, furs, and pearls.

After Sir Richard's departure, the people he left behind settled on an island called Rannoak, or Roanoke, where every thing for some time went on well. They now began to explore the inland country; this naturally excited the fear or jealousy of the natives, and many of them who wandered from the main body were surprised and cut off. Having so far committed themselves as enemies, the Indians despaired of forgiveness, and a plot was formed for putting all the English to death; the scheme was, however, discovered, and happily frustrated.

But it stopped their progress. Winter was fast approaching, they were strangers to the nature of the climate, at enmity with the natives, and unacquainted with the method of procuring provisions, and they were reduced to the utmost danger and distress, from which they saw no means of escape; for though Sir Richard Greenville had left Captain Amydas with the title of admiral, he had not left them a single vessel.

In this deplorable situation they were found by Sir Francis Drake, in his expedition against the Spaniards, who furnished them with provisions of every description, and with men for the prosecution of their enterprise, and left a vessel. Hopes of success were again entertained; but a violent storm arising when their vessel was at sea with some of their chief adventurers on board, they were driven out, and ultimately obliged to return home. The remainder, dejected by this accident, requested Drake to take them on board, and they were all brought back to England.

Soon after their departure, a ship, which Sir Walter had fitted out for the supply of his infant colony, arrived on the coast, but finding the place deserted, they returned to England.

These had not left the place more than a fortnight, when Sir Richard Greenville arrived a second time, with three ships well stored with all kinds of supplies. The desertion of the place, however, did not prevent his renewing the attempt of a settlement, and he landed fifteen men, whom he directed to build a fort, and furnished them with all necessaries for two years, with assurances of a regular supply.

On the twenty-second of June, 1587, three ships arrived at Rannoak, with a large quantity of stores, under the care of Mr. John White, whose courage and ability had induced Sir Walter to send him over, invested with

the title of Governor of Virginia. On their arrival, they were informed by Manteo, one of the two natives who had been brought to England, and who faithfully adhered to the interest of the English, that the little band of colonists left by Sir Richard Greenville had been all murdered, and their fort destroyed.

Governor White now proceeded to erect new habitations, and composed a council of eleven of the most sensible of his people, who, with himself, he called the governor and council of Raleigh's Town, which he thus named in honour of his employer. The wisdom and prudence of this gentleman were such as afforded the most flattering prospect of rendering the discovery a solid advantage to his country. His vigilance and activity rendered him formidable to the natives—they solicited his friendship—and made treaties with him; but which they broke on every occasion of advantage, and rendered his situation a very arduous one.

As a reward for the fidelity of the Indian Manteo, who had acknowledged himself a Christian, and was baptised, he conferred on him the title of Lord of Dassamonpeak, a neighbouring nation; and about the same time the Governor's daughter was brought to bed of a female child, who was baptised by the name of Virginia, being the first child born of Christian parents in the English settlements in that country.

In November of the same year, the governor having been chosen by the council to go to England for supplies of men and stores to aid the promising advancement of the colony, arrived in Cornwall after a very dangerous passage.

The nation was at that time under the greatest alarm of invasion by the formidable Spanish armada, and he found it very difficult to obtain any notice of his commission. He, at length, got three ships equipped, and after a prosperous voyage reached Rannoak. There he found all his people removed. The word Croatan being engraven on one of the palisades of the fort, and conjecturing they had removed to that island, he immediately resolved to proceed thither, and he and his company reimbarked; but by a violent tempest they were driven from their anchors, the ships separated, and they returned in a shattered state, one after another, to England.

Sir Walter, who had been at an immense expense in the support and prosecution of his enterprise, had transferred the care of it to a company of merchant adventurers, incorporated by letters patent, on terms which evinced his views directed much more to the interests of his country, than to his private profit. But owing to the disturbed state of the nation, and the indifference of the company to the prosecution of his views, Sir Walter was ultimately provoked to give up any farther thoughts of Virginia.

The first effective settlement was made by Lord Delaware, who met a fourth band of colonists returning, from circumstances of similar adversity to those which had discouraged the former adventurers. Under his establishment James Town was built, being the first erected by the English in the New World.

In the subsequent general colonization of North America, Virginia has become one of its most important states.

The inhabitants, according to the census of 1790, were in number

747,610, of whom 292,627 were negroes; in 1801, their number was 886,149, including 346,968 slaves.

Its principal rivers are Roanoke, James river, which receives the Rivanna, Appamattox, Chickahominy, Nansemond, and Elizabeth rivers; York river, which is formed by the junction of Pamunky and Mattapony rivers; Rappahannok, and Patomak.

From the great extent of Virginia, the climate, as may be expected, is not the same in all its parts. In the summer of 1779, when the thermometer was at 90° at Monticello, and 96° at Williamsburg, it was 110° at Kaskaskia. A mountain which overhangs that village may have contributed somewhat to produce this heat.

The weather is changeable, and the change is sudden and violent. The winter frosts come on without the least warning. To a warm day sometimes succeeds such an intense cold in the evening, as to freeze over the largest rivers. The autumnal rains are pregnant with disease. Thunder and lightning are frequent, but rarely do mischief.

The whole country previous to its colonization was one immense forest, interspersed with marshes, in the West Indies called Swamps. Now, although the soil is generally so sandy and shallow, that after they have cleared a fresh piece of ground out of the woods, it will not bear tobacco after two or three years, unless cow-penned, and well dunged; yet no country produces greater quantities of that favourite plant. The forests abound in oak, poplars, pines, cedars, cypresses, sweet myrtles, chesnuts, hickery, live oak, walnut, dog-wood, alder, hazel, chinkapins, locust-trees, sassafras, elm, ash, beech, and a great variety of sweet gums, and incense, which distil from several trees; pitch, tar, rosin, turpentine, plank timber, masts, and yards. Towards the sea-shore and the banks of the rivers, the soil of Virginia consists of a dark rich mould, which produces abundantly of whatever seed is committed to it. But its trade is chiefly in tobacco, and different kinds of grain. Its exports in 1796 amounted to 5,268,615 dollars. Virginia yields also rice, hemp, Indian corn, plenty of pasture, with coal, quarries of stone, and lead and iron ore.

In the government of Virginia, the executive powers are lodged in the hands of a governor, chosen annually, and incapable of acting more than three years in seven. He is assisted by a council of eight members. The judiciary powers are divided among several courts. Legislation is exercised by two houses of assembly, the one called the *House of Delegates*, composed of two members from each county, chosen annually by the citizens possessing an estate for life of 100 acres of uninhabited land, or 25 acres with a house on it, or in a house or lot in some town. The other, called the *Senate*, consists of 24 members, chosen quadrennially by the same electors, who, for this purpose, are distributed into 24 districts. The concurrence of both houses is necessary to the passage of a law. These have the appointment of the governor and council, the judges of the superior courts, auditors, attorney-general, treasurer, register of the land-office, and delegates to Congress.

The political and military character of Virginia, may rank with the first in the annals of history. But it is to be observed, that this character has been obtained for the Virginians by a few eminent men, who have taken the lead in all their public transactions, and who in reality govern the country. The great body of the people do not concern themselves with politics. Travellers, indeed, give but a very indifferent account of the generality of the people of this state. The young men, generally speaking, observes one, are gamblers, cock-fighters, and horse-jockies.

In sailing to Virginia, you pass a strait between two points of land, which opens a passage into the bay of Chesapeak. This bay is in extent from south to north 270 miles, for a considerable way 18 miles in breadth, and 7 in its narrowest part, and in most places 9 fathoms deep. It receives a vast number of navigable rivers from the sides both of Maryland and Virginia. Besides others of less note on the side of Virginia, James river, York river, the Rappahannok and Patomak fall into the Chesapeak, which rivers are not only navigable for large ships into the heart of the country, but receive such a number of smaller navigable rivers, that the observation is not exaggerated which says, that every planter in Virginia has a river at his door.

Cape Henry is the south cape of Virginia, at the entrance of Chesapeak bay, its latitude is 36° 56′ N. and longitude 76° 5′ W.

# STATE PAPERS.

## CONVENTION WITH SPAIN.

*A Convention between His Britannic Majesty, and His Catholic Majesty Ferdinand the Seventh, Signed at London, February 5, 1814.*

In the Name of the Most Holy and Undivided Trinity.

HIS Majesty the King of the United Kingdom of Great Britain and Ireland, and His Catholic Majesty Ferdinand the Seventh, being equally desirous of promoting the good understanding which happily subsists between them, and of preventing any differences which might arise respecting the disposal of vessels and goods recaptured from the enemy by either party, have judged it expedient that a Convention should be entered into upon that subject: for this purpose they have named their respective Plenipotentiaries—that is to say, His Royal Highness the Prince Regent, acting in the name and on the behalf of His Britannic Majesty, Henry Earl Bathurst, Baron Bathurst, and Apsley, one of His Majesty's Principal Secretaries of State, a Member of His Majesty's Most Honourable Privy Council, and a Peer of the Parliament of the United Kingdom, &c. &c. &c. and the Regency of the Spains, acting in the name and on the behalf of His Catholic Majesty Ferdinand the Seventh, Don Carlos Jozé Gutierrez de los Rios, Fernandez de Cordova, Sarmiento de Sotomayor, &c. &c.;

Count de Fernan-Nunez and of Barajas, Marquis of Castel Moncayo, Duke of Montellano, Arco, and Aremberg, Prince of Barbanzon, and of the Holy Roman Empire, &c. &c. & ; Grandee of Spain of the First Class, Knight Grand Cross of the Royal and distinguished Order of Charles the Third, Gentleman of the Chamber in actual Service, Colonel of the Regiment of Cavalry bearing His Catholic Majesty's name, and His Ambassador Extraordinary and Plenipotentiary to His Britannic Majesty; who having duly communicated to each other their respective full powers, drawn up in due form, have agreed upon the following article:

It is agreed that any ships or goods belonging to either of the Contracting Parties, which shall have been taken by the enemy, and shall be afterwards retaken by any ship or vessel belonging to either of the Contracting Powers, shall reciprocally, in all cases, save as hereafter excepted, be restored to the former owners or proprietors, on payment of salvage of one-eighth part of the true value thereof, if retaken by any ship of war; and of one-sixth part, if retaken by any privateer, or other ship or vessel; and in case such ship or goods shall have been retaken by the joint operation of one or more ships of war, and one or more private ship or ships, then on payment also of the last-mentioned salvage of one-sixth part.

But if such ship or vessel so retaken, shall appear to have been, after the taking by the enemy, set forth as a ship or vessel of war, the said ship or vessel shall not be restored to the former owners or proprietors, but shall, in all cases, whether retaken by any ship of war, or by any privateer or other vessel, be adjudged lawful prize for the benefit of the captors.

The present Convention shall be ratified by the two High Contracting Parties, and the ratifications exchanged at London in six weeks, or sooner if possible.

In witness whereof, we, the undersigned Plenipotentiaries, have signed, in virtue of our respective full powers, the present Convention, and have affixed thereto the seals of our arms.

Done at London, this fifth day of February, one thousand eight hundred and fourteen.

*Bathurst.*

(L. S.)

*Treaty of Friendship and Alliance between his Britannic Majesty and his Catholic Majesty Ferdinand VII. Signed at Madrid, the 5th day of July*, 1814.

In the Name of the Most Holy Trinity.

HIS Majesty the King of the United Kingdom of Great Britain and Ireland, and his Catholic Majesty, being equally animated by a desire to strengthen and perpetuate the union and alliance which have been the principal means of re-establishing the balance of power in Europe, and of restoring peace to the world, have constituted and ap-

pointed, that is to say; his Majesty the King of the United Kingdom of Great Britain and Ireland, the Right Honourable Sir Henry Wellesley, one of his Majesty's Most Honourable Privy Council, Knight Companion of the Most Honourable Order of the Bath, and his Majesty's Ambassador Extraordinary and Plenipotentiary to his Catholic Majesty; and his Catholic Majesty, Don Josef Miguel de Carbajal y Vargas, Duke of San Carlos, Count of Castillejo and of Puerto, Grandee of Spain of the First Class, Knight of the Most Illustrious Order of the Golden Fleece, Grand Cross of the Royal and distinguished Order of Charles III. Commander of Esparagoza de Lares in the Order of Alcantara, Chief Majordomo of the King, and Gentleman of his Chamber, Lieutenant-General in the Royal Army, Counsellor of State, and First Secretary of State, and of general Dispatch: who, after having exchanged their respective full powers, and finding them in good and due form, have agreed to, and concluded the following articles:

ARTICLE I. There shall be in future a strict and intimate alliance between his Majesty the King of the United Kingdom of Great Britain and Ireland and his Catholic Majesty, their heirs and successors; and in consequence of this intimate union, the High Contracting Parties shall endeavour to forward, by all possible means, their respective interests,

His Britannic Majesty and his Catholic Majesty declare, however, that in drawing closer the ties so happily subsisting between them, their object is by no means to injure any other State.

II. The present alliance shall in no way derogate from the treaties and alliances which the High Contracting Parties may have with other powers, it being understood that the said treaties are not contrary to the friendship and good understanding, which it is the object of the present Treaty to cement and perpetuate.

III. It having been agreed by the Treaty signed at London on the 14th day of January 1809, to proceed to the negociation of a Treaty of Commerce between Great Britain and Spain, as soon as it should be practicable so to do, and the two High Contracting Parties desiring mutually to protect and extend the commerce between their respective subjects, promise to proceed without delay to the formation of a definitive arrangement of commerce.

IV. In the event of the commerce of the Spanish American possessions being opened to Foreign Nations, his Catholic Majesty promises that Great Britain shall be admitted to trade with those possessions as the most favoured Nation.

V. The present Treaty shall be ratified, and the ratifications shall be exchanged within forty days, or sooner if possible.

In witness whereof we the undersigned Plenipotentiaries have signed, in virtue of our respective full powers, the present Treaty of Friendship and Alliance, and have sealed it with the seals of our arms.

Done in Madrid, this fifth day of July one thousand eight hundred and fourteen.

(L. S.) *H. Wellesley.*

THREE ADDITIONAL ARTICLES *to the Treaty of Friendship and Alliance between his Majesty and his Catholic Majesty Ferdinand the Seventh, signed at Madrid, August* 28, 1814.

ARTICLE I. It is agreed that, pending the negociation of a new Treaty of Commerce, Great Britain shall be admitted to trade with Spain upon the same conditions as those which existed previously to the year 1796. All the Treaties of Commerce which at that period subsisted between the two nations, being hereby ratified and confirmed.

II. His Catholic Majesty, concurring in the fullest manner, in the sentiments of his Britannic Majesty with respect to the injustice and inhumanity of the traffic in slaves, will take into consideration, with the deliberation which the state of his possessions in America demands, the means of acting in conformity with those sentiments. His Catholic Majesty promises, moreover, to prohibit his subjects from engaging in the slave trade, for the purpose of supplying any islands or possessions excepting those appertaining to Spain, and to prevent likewise, by effectual measures and regulations, the protection of the Spanish flag being given to foreigners who may engage in this traffic, whether subjects of his Britannic Majesty or of any other State or Power.

III. His Britannic Majesty being anxious that the troubles and disturbances which unfortunately prevail in the dominions of his Catholic Majesty in America should entirely cease, and the subjects of those provinces should return to their obedience to their lawful Sovereign, engages to take the most effectual measures for preventing his subjects from furnishing arms, ammunition, or any other warlike article to the revolted in America.

The present additional Articles shall form an integral part of the Treaty of Friendship and Alliance signed on the 5th day of July, and shall have the same force and validity as if they were inserted word for word, and shall be ratified within forty days, or sooner, if possible.

In witness whereof, we the undersigned Plenipotentiaries, in virtue of our respective full powers, have signed the present additional Articles, and have sealed them with the seals of our arms.

Done at Madrid, this twenty-eighth day of August one thousand eight hundred and fourteen.

(L.S.) *H. Wellesley.*

# HYDROGRAPHY, PILOTAGE, &c.

## ASIA.

### CHINA.

*Directions intended to accompany the Chart of the South Coast of China.* 1808. *By Lieutenants* Ross *and* Maughan, *of the E. I. Company's Bombay Marine.*

#### FROM MACAO TO POTTOE.

THE generality of ships that come to the road anchor at such a distance from the town, as to be often detained much longer than they would otherwise be, by the pilots not liking to go off if it blows hard, or if the Ladrones are in the neighbourhood. Unless it be an Indiaman, that generally draws above twenty feet, ships should anchor about one mile and a half off the entrance of the Typa, with Macao town bearing W.N.W. In this situation, you will have only about half a fathom less water than you would have close over to the island of Sam-cok, and situated conveniently for running into the Typa, should a gale compel you so to do: your boats can also communicate with Macao, and the pilot get off at any time. In the south-west monsoon, a small ship will find a good berth between the two points of the Typa, but nearest to the southern one, in three fathoms and a half at low-water. A little within the island that is off this point, you can procure fresh water at several places. In the north monsoon, it will be best for her to anchor close over on the northern shore, between Macao town and the Nine Islands, abreast of a sandy beach, so as to have three, or three fathoms and a quarter, at low-water: in this situation, your boats can communicate easily with the shore, and the ship be in smooth water.

The outer, or eastern of the Nine Islands, has four fathoms and a quarter at low-water close to it, and bears from the church at Macao (*Senhora de Penhos*) N. 57° E. from Lintin Peak S.W. and from Pottoe Island N. 2½° W. There is no danger near these islands but what is visible; *viz.* a small rock, bearing from the brow of the outer island S. 46½° W. distance about three quarters of a mile, and not in the way of ships passing.

Should the wind be from the eastward, so as to admit of a ship lying N.N.E. or for Lintin island on her starboard tack, the best time to weigh anchor will be on the commencement of the ebb, by which she will have a strong tide under lee, setting to the S.S.E. and make her course good, keeping clear of the western shore, and the numerous fishing stakes situated there; also with this advantage, of arriving at Lintin by the commencement of the flood-tide, that will carry her up to the *Bocca Tigris*. By waiting till the flood with an easterly wind, a ship goes up with the tide on her weather quarter, and is apt to be thrown near the western shore;

to be dragging along which in shallow water, though not dangerous, is unpleasant. Besides, you are likely, before you get much above Lintin, to meet with the ebb-tide, that is generally so strong as to oblige you to come to an anchor.

With the wind at north or north-east, it becomes necessary to weigh on the flood and turn up, in doing which you may stand close over to the islands that are situated on the east side of the road, into five fathoms, and towards the western shore in four-and-a-half or four fathoms, as you may judge best, observing that the lead is a good guide all along that shore. After passing Chung-chow, which is the northernmost island of those before-mentioned, as you stand to the eastward the depth increases to nine and ten fathoms, and the tides becomes stronger. You must not, however, after being six or seven miles above it, stand so far eastward as to bring Lintin Peak north, since there is a bank of sand extending off the south side of Lintin about four miles and a half. In the night time, to avoid this sand, when standing off from the western shore, tack after deepening to ten fathoms. It is steep-to on the west side, about four miles from Lintin, having ten, seven, and three fathoms, with shoaler water in some places at low tide; is narrow, and deepens again to the eastward as suddenly into eight or nine fathoms. When Lintin Peak bore N. $\frac{1}{4}$ E. Lantoa Peak S. 52° E. and Chung-chow S.S.W. I have been anchored in seven fathoms on its western edge. When Lantoa Peak bears S.E. b. E. it is a cross bearing for its south end in five fathoms water.

Ships that intend to anchor off Lintin island should do so about a mile and a half off the sandy beach on the south side, in ten fathoms water: it shoals very quick within that distance. Fresh water is procured at the eastern extremity of the beach, and at times the inhabitants of the village will dispose of vegetables and a few cattle. The peak is in 22° 24′ 20″ N. and 4′ 24″ E. of the Great Ladrone, bears from Pottoe island N.N.E. and from the outer Nine Island N.E. distant nearly five leagues. It is high-water on full and change days at 12 o'clock. The tide rises about a fathom and a quarter, runs in a north and south direction, and during the months of August and September, the ebb at 6 knots per hour. Off the west end of the island there are fifteen fathoms water, and round the north side not more than two and a half or three fathoms.

About seven miles to the west-by-north from Lintin island, there is a point named Khee-ow, which is the termination of the western shore; after which it runs more westerly. The point derives its name from a large village that is to the westward of it a little way. About half-way between this point and Lintin there is a mud bank, with less water than on either side. I have often had so little as two fathoms and three quarters at low-water spring-tides on it. Between the bank and Khee-ow point there are four and four and a half fathoms till near the shore, when at one mile distance you will have but two fathoms and three quarters at low-water.

When off Lintin, and with a turning wind, stand to the westward in five fathoms or four, and to the eastward above that island in six fathoms, observing that it shoals very quick on that side, and the contrary on the

western. Five miles and a half from the north end of Lintin, and bearing from its peak N.N.W. ¼ W. commences a long narrow bank of sand, called by the chinese pilots Lintin Bar. It extends in a N.N.W. direction nearly eight miles, with deep water on both sides, and is not a quarter of a mile in breadth. The shoalest part is the north end, where I have been in two fathoms at low-water, having Sampan-chow just open to the westward of Anunghoy point. On the middle and south end there are two fathoms and a half at low-water. Four miles and a half to the northward of Lintin, and bearing from its peak N. 1° 24′ E. there are two rocks, of which the eastern one is the largest, and named by the Chinese, Fan-syack, or Foreign Stone. When the two rocks are in a line, the southern extremity of the sand is on the same bearing.

Mr. Horsburgh's direction for turning up with Lantao peak and Lintin island is a good one; but as it often happens that the proper peak is obscured by clouds or haze, even when the weather is otherwise clear, particular attention should be paid to the lead, which will be found the best guide at all times, tacking to the westward in four fathoms and a half, and to the eastward, or near Lintin bar, in six fathoms or five fathoms and a half, observing to be always ready to tack when decreasing your depth, as you stand toward the latter: from five fathoms a large and slow ship would have scarcely room to go about. In the day time continue to work as directed, until you can discern Sampan-chow and the land about the Bocca Tigris. The former then serves as a good mark when standing to the eastward, by not bringing it open to the westward of Anunghoy point, but nearly on with it. The hills on the eastern and western shores are all so similar and unfavourably situated, that it is difficult to give a good cross mark, by which you can be assured of being to the northward of Lintin bar, it must, consequently, depend on your judgment of the ship's distance from Lankeet island. The head of the bar bears from the little hill on the south-east end of Lankeet S.S.E. ¼ E. distant five miles and a half, and the depth of the channel between the two alters very little; therefore when you have worked up to about four miles from Lankeet, you may stand well over to the eastward, increasing your depth after opening Sampan-chow to the westward of Anunghoy point. You must not stand so far east as to shut in the latter with Chuenpee, but tack before they come on.

If abreast of Lintin with a fair wind, a N. b. W. ½ W. course, preserved steadily from about one mile off the island, will carry a ship up in a good channel all the way to Sampan-chow. But in so long a run the course may be affected by the tide; it therefore becomes necessary only to continue it, until Sampan-chow and the high land of Anunghoy can be seen, when the former being kept under the highest part of that point (bearing nearly N.N.W. as in the annexed view), will serve as a good mark to run up with till about three miles from Lankeet, when you may haul to the eastward to open Sampan-chow to the westward of the point, and steer for the latter, giving the former a berth of half a mile in nine fathoms, and carrying up seven fathoms as you approach the Bocca Tigris. The tides, from Lintin to the north end of the bar, run nearly N.N.W. and S.S.E. and from the

bar to Sampan chow about N.W. b. W. and S.E. b. E.; therefore, when coming up with an easterly wind, it will be better to keep Sampan-chow nearer to the point that lies exactly under the high-land; by so doing, you will guard against being set between it and Lankeet, when the water is shallow.

It is, perhaps, necessary to inform captains of ships, that the generality of pilots who come from Macao are extremely ignorant of the passage, and that very often the fisherman that attends him (who is in fact the proper pilot) proves nearly as bad. In the night-time, they are often mistaken, after getting to the northward of the fishing stakes that are situated about seven miles from Lintin. With the wind from the N.W. or N. in a small ship, they generally make a long tack to the westward hereabouts into four fathoms, and with a strong flood tide, standing again to the N.E. will cross a channel with five fathoms and a quarter on it, and shoal again to four fathoms, or three fathoms and a half. This channel they often mistake for the proper one, and the three fathoms and a half for Lintin Bar, without considering that the latter is on a mud bank, forming the west side of the proper channel. There is a certain guide to a small ship when coming up at night, if the weather be not too dark, which is, that if you get a cast of three fathoms and a half or four fathoms on hard ground before Lankeet is seen, you may be assured of its being on Lintin Bar, and by hauling to the westward will deepen again fast, and be in muddy ground.

It is best to anchor immediately, if you can, at night, when the pilot appears at all confused; otherwise he will get you into shallow water, and when the ship is almost touching, call out to let go the anchor, at a time that it would be dangerous to do so.

The bottom, between Lintin bar and Lankeet island, commonly called Lankeet bar, consists of sand and mud, and in no part exceeds five fathoms and a half at high-water.

To the eastward of Lintin bar there appears to be a good channel; but it has not been yet sufficiently examined to advise ships going that way.

Off the south end of Lankeet (as it is commonly called) there is a flat, extending two miles from the small hill on its S.E. end. At low-water there are but two fathoms and three quarters, with a clay bottom on the south end of it. Between this flat and a long narrow sand to the westward, there is a channel for ships leading by the west end of the island, up to the western point of Tycock-tow. The mark for going up it is, to keep a large white spot on Tycock-tow in a line with the outermost of the rocks that run off the west end of Lankeet. With this mark on you will have about four miles from Lankeet, at high-water, four fathoms and three quarters, or five fathoms, carrying the same up till nearly abreast of the west end of the island, when you will have six fathoms, or six fathoms and a half, close to the rocks. There is a well, with fresh water, close to a small chinese temple at the west end, where the trees are, but no inhabitants; which makes it a convenient place for a ship that wants to land her stores, as they may be well guarded by her marines, and are less exposed to the pilfering of the Chinese.

All the space between the north end of Lankeet and Tycock-tow is very shallow in many places, not exceeding one fathom at low-water. About one mile off the east end of the island there is a narrow sand-bank, having three fathoms on it at low-water, with deeper between it and the shore. The small hill on Lankeet bears from Lintin peak N. 27½° W. and is in latitude 22° 41′ 25″ N.

Sampan-chow is a rock about forty or fifty feet in height, with a sandy island, and some rocks about a quarter of a mile to the north-west of it. The sandy island has a tree on it, and is connected with Sampan-chow rock at low-water, off which, to the eastward, there are nine fathoms. The rock bears from Lankeet hill N. 19° 21′ E. distant about a mile and two-thirds.

Chuenpee is the situation where his Majesty's ships anchor. It is known by a small and sharp peak near the water-side (named in the chart Chuenpee-hill): it forms a point, with a sandy beach on each side, and bears from Sampan-chow rock N. 22° E. a mile and three quarters distant. Abreast the northern beach ships anchor in eight fathoms at high, and six fathoms and three quarters at low-water, off shore about one-third of a mile. Fresh water is procured in the southern bay near a small Chinese temple (better known by the name of a Joss-house). Ships should not anchor abreast the southern beach, as the water is shoal, and the bottom sand, on a flat that commences from Chuenpee-hill, and runs along the eastern shore to the southward. On the N.W. end of Chuenpee, bearing N. 27° W. from Sampan-chow, distant two miles and one-third, there is a small watch-tower on the summit of the point. Between it and Chuenpee hill there are several rocks, extending about a quarter of a mile off the shore, with twelve fathoms close to the outer one. It is high-water at the anchorage on full and change days about two hours, and it rises and falls about a fathom and a quarter. During the neaps the tides are extremely irregular; the ebbs always running stronger and longer than the flood, which makes much sooner close to the shore, and is thus convenient for boats going up to Canton, as they will reach the Bocca point by the time the flood makes there; with which against the wind they will get to Wampoa, and with it to Canton.

From having often witnessed a delay, by boats getting aground when coming down the river at night, and the danger there is with a strong ebb and northerly wind, which makes a very confused sea off Tiger island, I have to recommend boats, when going and coming, always to keep near that island, to avoid getting on a sand that is dry at low-water, about three quarters of a mile to the eastward of it. If going up after passing the island, steer towards the pagoda, until about three miles above the former; then get over to the eastern shore, which you may keep near to all the way. You will find the tides much stronger in those parts.

Anson's Bay is situated between the small tower on the north-west end of Chuenpee and Anunghoy point (being the eastern one of the Bocca Tigris). It is very shallow, and unfit for vessels. From six fathoms you get quickly into two fathoms from point to point.

Off the east end of Tycock-tow there are seven fathoms water with a mud bottom. From the point to Sampan-chow, and all to the westward, is very shallow, so that you can only get to the two small islands of Ow-chow at high-water in a boat. Off this point I found to be the best situation to anchor at in the Discovery, while the westerly winds were blowing in August and September. Off Chuenpee, in those months when it blows hard, there is a very unpleasant smell.

Between the south end of Lantoa and the islands to the southward, ships generally come during the north-east monsoon. The bottom is very uneven there, with overfalls; you will have thirty fathoms as you get over to the islands, and seventeen or twenty fathoms near the little island that is attached to Lantoa at low-water. If it blows hard from the eastward, a ship may anchor between the rocks that are off the west side of Lantoa and the shore, in seven fathoms. There is no danger, from the rocks having fifteen fathoms close to them. They bear from Macao church (Senhora de Penhos) N. 30° 12′ E., and from Lintin Peak S. ½ E. I have been at anchor to the N. N. E., about two miles from them, in seven fathoms, abreast a little bay with a village in it. In some charts there is a sand-bank laid down off the south end of Lantoa. I have passed round it several times, at about half a mile, and had not less than seven or eight fathoms. The tides are very rapid hereabouts; and, like most of the coast of China, a good breeze is required to make a ship steer through the eddies.

I have passed Pottoe to the southward and westward, at half a mile distance, and had not less than six fathoms and a half water.

### THE BROADWAY.

The Broadway, as it is commonly denominated, is a long narrow passage, running from the sea amongst the islands west of Macao to the entrance of a river communicating with Canton, by which the trade of the former place is carried on in boats, and is the route that the gentlemen of the different factories take, when proceeding to the latter at the usual periods. It has sufficient water to admit a large ship some distance up, and will be found useful to such as intend making a long stay near Macao, as well as for those who have parted from anchors, or otherwise compelled to quit the roads, and which are too large to attempt entering the Typa.

Bearing N. 60° W. from the small Ladrone Island, distant eleven miles, or N. 67° W. from Pottoe Island, distant eight miles, are two small islands off Montania (called by the Portuguese, Water Islands), forming the eastern side of the entrance into the Broadway. The western is formed by a small conical hill off the S. E. point of Sam-chow, and bearing from the Water Islands S. 56° W. distant four miles.

On the eastern side, N. 36° W. from the Water Islands, one mile distant, there is another, named in the chart Second Island. The space between the two is shallow, having only two fathoms and a half at low tide. From the Second Island, a mile and a half to the N. N. W., is a bluff point, named in the chart, ‘ West End of Montania.’

Between these two is Larks-bay, with two fathoms and a quarter at low water, and affording a good anchorage for small vessels. Off the west point off Montania there are six fathoms water, gradually decreasing towards an island on the west side, named Mah-cheung-cock, and there is generally a long line of fishing stakes extending from the former to the westward, with several passages through them for vessels. Two miles and a half N. 20¼° W. distant from West Point, is the island of Mong-chow, (called by the Portuguese, Ballast island). Between the point and island there are two passages leading to the eastward, one going through the Typa, and the other towards Macao, both so shallow as only to admit of boats passing. One mile and a quarter from West Point, and directly opposite the opening through the Typa, there is a rock above water, marked A. in the chart. It is about the size of a small boat's hull, and is never quite covered. The channel for ships is directly from West Point to this rock, leaving it to the eastward of you. From this rock the depth decreases towards another, marked B. in the chart, and bearing from A. W. ¼ S. distant one mile.

Mong-chao has two small towers on its west brow, now in ruins; the north end of the island is formed by a small green hillock, separated from it at high water. In the bay, on the north-west side, there has been a well of fresh water, but at present it is dry. From West Point to Mong-chao the water is shallow, and extends so near the rock A. as to leave only a narrow channel to the eastward of it three fathoms and a quarter at low-water.

N. 84° W. distant three miles from Mong-chao, there is a small island, with a sharp hummock on its north-east end, and called Pack-ting. Between the two, but nearest the former, is the channel for ships, about a mile and a quarter broad, made so narrow by the edge of a mud-bank, with a fathom and a half, that begins from rock B. and runs to the N.N.W. the whole length of the channel, extending a mile and a half off Pack-ting towards Mong-chow.

N. 27° W. from the towers on Mong-chow, is a Bluff Point, so named in the chart, being the western extreme of an island, on which there is a high table-mountain, having a remarkable stone on its summit, called by the Chinese Kehan-syack (Heavenly Stone). The perpendicular height of the stone and mountain was found to be eight hundred and ninety-five feet, and on a clear day it was seen from between Cow-cock and Tyloo islands, distant eight leagues and a half. Between Mong-chow and Bluff point there is a passage to Macao for boats; but the water is so shallow, that at low springs, in some places, there are not more than three feet. The channel for ships from Mong-chow has five fathoms in it, narrowing to about a mile when nearly up with Bluff point, where a large ship would find it necessary to wait for high tide, if she intends proceeding further up. Bearing N.W. distant five miles and a half from Bluff point, there is another named Amah-cock, well covered with trees, and has a small chinese temple or pagoda on it. The two points form an extensive bay to the eastward, with very shallow water in it, affording a passage to Macao for boats only, over which is termed the flats. Nearly in the middle between

the points is a small round island, of moderate height, named Tang-lung-chow; a mile and a quarter to the eastward of it, there are two patches of white rock, named Paak-seack. From Bluff point to the pagoda the channel for ships decreases in depth; and when off Tang-lung there is not at high spring tides more than four fathoms and a half, with very soft bottom. On the mud flat to the westward of this island the Ladrone pirates generally take their station with a fleet, to intercept boats that are bound to and fro from Macao, which they often succeed in, notwithstanding the Portuguese keep a ship of war and a brig stationed there.

Nearly two miles and a half from Amah-cock point, to the north-westward, is a chinese fort, situated on a point forming the eastern side of the entrance to the river, and named Motoe or Motow. Between the two the land is cultivated, and of considerable height at the back, with two extraordinary peaks resembling ears, when abreast the fort. The channel for ships increases in depth from Amah-cock point, and when near the fort has ten fathoms. The passage or entrance of the river becomes narrow hereabouts by a point of land, being a mile and one-third to the westward of Motoe, near which point the water is shallow. In the middle of a bay that is formed by it and another point more northerly, marked C, in the chart, there is a rock, bearing about west from the fort, which is only covered at high-water spring-tides. All the bay is dry at low-water, from point to point. The channel for ships is directly from the fort to point C, at the back of which the land is very high, and making in a peak. The point itself, when abreast of it, appears a little hillock, between which and the high land are low rice grounds. The channel for ships is close along the western shore, where the depth is six and seven fathoms. All along the eastern shore is a flat, extending some distance off, which renders it necessary for ships to avoid going so near to it as the western. There is a very remarkable red spot on the eastern shore; and, about a mile beyond it, the high land near the water-side terminates. At this point the arm of the river commences that leads to the city of Hong-shan, and by which the communication with Canton is held. The point is called Ho-ock-tow, and has a small chinese temple on it.

The anchor that is marked in the charts hereabouts, denotes the situation where the vessels anchor, when they proceed in company with the boats in which the gentlemen of the factory go up to Canton. I have not been able to examine further, but have been informed, that a few miles above where we anchored, there is a large town, named Cong-moon, at which place a number of large junks are built, many of which I have seen passing. At the anchorage the water is always fresh at half-ebb, which makes it very convenient for vessels to fill from alongside. I have kept it eight months on board, and found it very good.

[To be continued.]

PARTIE DU SUD DE SUMATRA
Baye des Lampoon
Calagian
Dogawang
Baye de Keiser
Baye Kilcamp
Gondy
I. Keiser
Pte Flat
les 3 freres
I. Sabessy
I. Tamarin
Zeeklip
R. Hindostan 1792
Polshoet
I. Verlaten
I. Longue
I. Crocotoa
Montagne de Sumatra
Pte Logock
Cap Toog ou Pte aux Cerfs
I. du Nord
I. Mars 1806
I. Zutphen
3 Mars
Zutphen
Strom Rock
I. du Milieu
Pte Toque
Canal de
I. Manna
Gde Toque
Longitude East from Greenwich
Isles de Von Hoorn
P. Baby
Ceribon
Gr. Cambuys
I. Panjang
Cap Bantam
Bantam
Angier
Quatrieme Pointe
PARTIE DU NORD DE IAVA
M. de Golgotha
Louwangh
Labawangh
I. Seringue
Baye de Poivre
Troisieme Pointe
5 Mars
Pte du Nord
Pte de l'Ouest
I. du Prince
Baye de bonne Arrivée
les Charpentiers
Pte du Sud
I. de Cantaye
le Capucin
Pte Pointe
Cap Iava
Seconde Pointe
CARTE
DU DETROIT DE LA SONDE
par le Capitaine de KRUSENSTERN
de la Marine Impériale Russe
1813
St. Petersbourg
Longitude Orientale de l'Observatoire Impérial de Paris
Published April 30. 1815. by Capt. Naval Chronicle Office 103. New Bond Street London.

# PLATE CCCCXXXV.

THE annexed Chart of the Strait of Sunda, is, properly, a companion to the memoir by Captain Krusenstern, given in our last volume, pages 419—489, which particular circumstances at that time prevented our annexing to the text. Since the insertion of Captain Krusenstern's memoir, we have given a survey of this Strait by the master of the Belliqueux, at page 57 of the present volume. This chart of the Strait of Sunda, having been seen by Captain Krusentern, he finds to differ considerably from his own, and, with that modesty which is the usual concomitant of real merit, he declares himself at a loss how to account for it, that either his own chart is inaccurate, and the arguments produced in the analysis of the same are erroneous, or the chart given as above stated is incorrect —which last supposition he considers as unlikely as he is unwilling to allow the first.

The Hydrographer having inserted the worthy and scientific officer's memoir *in extenso*, he has therefore judged it necessary in common candour and justice, to meet his claim to reconsideration, by laying his chart also before the public. A collation of the two charts will better enable navigators to judge of their respective merits, than a reference to the text of Captain Krusenstern's memoir written in a foreign language.

Conscious, as Captain Krusenstern admits himself to be (and indeed as he has expressed himself in his memoir), that his chart of Sunda is not perfect, he declares, that he shall feel himself under real obligation to the author of the other chart, if he will point out the errors of the chart here annexed, or where his reckoning is wrong.

For the following relative Sailing Directions we have again to acknowledge our obligations to that truly valuable work, "Directions for Sailing to and from the East Indies, &c." by James Horsburg, Esq. Hydrographer to the East India Company; and for the civility of that gentleman in many instances of private communication.

Ships proceeding from Ceylon or the Coromandel Coast for Sunda Strait, whilst the S.W. monsoon is prevailing in North latitude, and the S.E. monsoon in South latitude, from March to October, ought to run down great part of their casting with the S.W. monsoon, before they cross the equator. If they cross it in longitude 93° or 94° E., Southerly and S.S.Westerly winds, with variable squalls, may be expected to carry them to the S.Eastward; and a reasonable distance from the islands off the West coast of Sumatra may be preserved, by making a tack to the S.Westward at times, when the wind veers to the S.E. A drain of current to the northward may sometimes be experienced, but a ship will generally make considerable progress to the S.Eastward by taking every advantage of the shifts of wind; for, in the vicinity of the islands, or within a few degrees of them, the winds hang much from South and S.S.Westward; whereas, in the ocean, far to the westward, the monsoon will be found to prevail from the S.E.

as a ship advances into South latitude, which will greatly prolong her passage, should she have crossed the equator far to the westward.

If bound to Fort Marlborough, it will be prudent to get into the parallel of that place before the islands are approached, then steer in for the coast to the southward of Trieste, or betwixt it and Larg, as the winds or other circumstances may render necessary. If a ship is bound direct to Sunda Strait, it will be proper to keep well out from the land until she reach the entrance of the strait, where her progress will generally be more speedy than by keeping near the shore; although a vessel that is a middling sailer, may pass along the coast backward and forward, between Fort Marlborough and Sunda Strait, in either monsoon.

Ships bound to Sunda Strait, from October to March, when the N.W. monsoon should prevail to the southward of the equator, may follow nearly the same track recommended above for the opposite season; if they depart from the Coromandel Coast, and are enabled to run down a considerable part of their easting with the N.E. monsoon, before they cross the equator.

Ships departing from Ceylon in October, November, March, and April, (when N.W. winds are seldom found to prevail *much* in South latitude) ought to stand off nearly close to the wind, if it blow from the N.E. quarter, and endeavour to make several degrees of easting before they are forced close to the equator by the N.E. monsoon, which they will probably experience in November, and March, at leaving Ceylon. In December, January, and February, this may not be always necessary, for the N.W. monsoon generally blows strongest in these months to the southward of the equator, particularly in the latter part of December, all January, and part of February. In these months, ships may shape a direct course from the South, or S.E. part of Ceylon, toward the entrance of Sunda Strait; but, even at this time, it may be prudent to stand to the E.S.Eastward with the N.E. monsoon, until the bay is well open, to avoid strong westerly currents and light winds, which are liable to prevail in November and December, on the meridian of Ceylon, nearly to the equator; and in the space comprised between that meridian and the Maldiva Islands.

Ships bound to any of the straits East of Java, ought, in the strength of the N.W. monsoon, to make the island Noesa Baron, in order to correct their reckoning; for in December and January the weather is often thick near the South coast of Java, with strong westerly winds and easterly currents. Should a ship fall in with that coast much farther to the westward, and coast along it at the distance of 4 or 5 leagues, she will generally have the winds more brisk near the shore, than if farther out in the offing.

Captain J. A. Pope, in the ship Minerva, bound from Bombay to China, with the Ardasier in company, left Ceylon 11th December, 1808, and fell in with Steep Point the 31st; they steered a direct course from Ceylon, and were considerably delayed by light winds. On the South coast of Java, they had fine weather and light breezes, which enable them to make the following observations in coasting along.

From Steep Point, in longitude 107° 23′ E., by chronometer, a course E. by S. will carry a ship in sight of a remarkable bold headland, in longitude 111° 6′ E., which appears to be the easternmost point of a very deep

bay, called in some charts, Inland Bay. About 80 miles E. by S. from this headland, is situated the point and islets of Tangala, and two remarkable hills near the shore to the westward.

The three isles of Tangala lie near each other, and in coming from the westward, appear joined together like one considerable island, but they are separated when viewed from the southward: the central or largest, is in latitude 8° 26′ S., longitude 112° 26′ E., and is on with a remarkable hill bearing N. ½ E.

From the isles of Tangala, the course is E. by S. ½ S. 70 miles to Noesa Baron, in latitude 8° 38′ S., longitude 113° 35′ E., which is placed too far to the westward in all the charts. This island is about 7 or 8 miles in length from East to West, of a low and level appearance, presenting a front of bold cliffs on the South side. About 7 leagues to the westward of Noesa Baron, and a great way inland, is situated a high peaked mountain, called Moneroo Mountain, which may be seen when coasting along in clear weather.

The whole of the South coasts of Java, Lombock, and Sumbawa, are several miles more to the southward than placed in the charts. The Minerva made the East point of Java in latitude 8° 46′ S., longitude 114° 33′ E., which she passed 5th January, 1809, and anchored on the 9th, at Bally Town, Strait of Allass. Sunda Strait has two channels that lead into it from the westward, the small channel between the West end of Java and Prince's Island, and the great channel to the northward of this island, betwixt it and the South coast of Sumatra.

## NAVAL LITERATURE.

*Oriental Commerce, &c.* *By* WILLIAM MILBURN, *Esq.*

[Continued from page 61.]

CHAPTER XX. describes the different settlements on the coast, from Madras to Bengal.

The XXIst Chapter, containing 180 pages, relates to Calcutta, and being the principal settlement belonging to the English in the East Indies, as also the residence of the governor-general, we deem it necessary to devote more space to it, than we have done to the preceding ones.

Calcutta is situated on the eastern bank of the river, in latitude 22° 33′ north, and longitude 88° 28′ east. Mr. Milburn says, "The town of Calcutta extends along the banks of the river about 4 miles and a half; its breadth in many places is inconsiderable. On landing and entering the town, a very extensive square presents itself, with a large piece of water for the public use. The pond has a grass-plot round it, and the whole is enclosed by a wall, with a railing on the top; the sides of this enclosure are nearly 500 yards in length. The square itself is composed of magnificent houses, which renders Calcutta not only the handsomest town in Asia, but one of the finest in the world. One side of the square consists of a range of buildings occupied by persons in the civil service of

the company, and is called the Writers' buildings. Part of the side towards the river is taken up by the old fort, the first citadel built by the English after their establishment in Bengal. It is no longer used as a fortification; the ramparts are converted into gardens, and on the bastions and in the inside of the fort houses have been built for persons in the service of government, particularly the officers of the Custom-House. Between the old fort and the right wing of the Writer's buildings, is erected a monument, in remembrance of the barbarous conduct of the Nabob, on the capture of the fort in 1756. Close to the old fort is the theatre.

"There are two churches of the established religion at Calcutta, also churches for the Portuguese catholics, for the Greek persuasion, an Armenian conventicle, a synagogue, several mosques, and a great number of pagodas; so that nearly all the religions in the world are assembled in this capital.

"The black town is to the northward of Calcutta, and contiguous to it; it is extremely large and populous, with very narrow confined and crooked streets, a few of which are paved. Some of the houses are built with brick, others with mud, and a greater proportion with bamboos and mats. Most of the streets have a small canal on each side, nearly two feet wide.

"Fort William is situated about a quarter of a mile below the town, and makes a noble appearance from the river. It was built by the English soon after the battle of Plassey, and immense sums have been expended upon it. It is of octagon form; five of the faces are regular, while the forms of the other three, which front the river, are according to the fancy of the engineer. As no approach is to be feared on this side, and the front can only be attacked by water, the river coming up to the glacis, it was merely necessary to present to vessels making such an attempt, a superiority of fire, and to provide the means of discovering them at a distance, in order to disable them the moment they should come within cannon-shot. These purposes have been attained, by giving the citadel towards the water the form of a large salient angle, the faces of which enfilade the course of the river. From these faces the guns continue to bear upon the object till it approaches very near the capital; but then they are flanked on each side by a front parallel to the border of the river, which would fire with great effect on vessels lying with their broadsides opposite to it. This port is likewise defended by adjoining bastions, and a counter-guard that covers them. The five regular fronts are on the land side; the bastions have all very salient orillons, behind which are retired circular flanks extremely spacious, and an inverse double flank at the height of the berme. This double flank would be an excellent defence, and would better serve to retard the passages of the ditch, as from its form it cannot be enfiladed. The orillon preserves it from the effect of ricochet shot, and it is not to be seen from any parallel. The berme opposite the curtain serves as a road to it, and contributes to the defence of the ditch, like a fausseebray. The ditch is dry, with a cunette in the middle, which receives the water of the river by means of two sluices, that are commanded by the fort. The counterscarp and covered way are excellent; every curtain is covered with a large half-moon, without flanks, bonnet, or redoubt: but the faces mount thirteen pieces of heavy artillery each, thus giving to the defence of these ravelins a fire of twenty-six guns. The demi-bastions, which terminate the five regular fronts on each side, are covered by a counter-guard, of which the faces, like the half-moons, are pierced with thirteen embrasures. These counter-guards are connected with two redoubts, constructed in the place of arms of the adjacent re-entering angles: the whole is faced and palisadoed with care, kept in

admirable condition, and can make a vigorous defence against any army, however formidable. The advanced works are executed on an extensive scale, and the angles of the half-moons being extremely acute, project a great way into the country, so as to be in view of each other beyond the flanked angle of the polygon, and take the trenches in the rear at an early period of the approach.

" The fort contains only such buildings as are necessary, such as the residence of the commandant, quarters for the officers and troops, and the arsenal. Exclusive of these, the interior of the fort is perfectly open, presenting to the sight large grass plots, gravel walks occasionally planted with trees, piles of cannon, bombs, balls, and whatever can give to the place a grand, noble, and military appearance. Each gate has a house over it, destined for the residence of a major, and are large and handsome buildings.

" Between the fort and the town a level space intervenes, called the esplanade. The government house and Chowringhee road a line of detatched houses belonging to Europeans, make a very interesting figure : they are detached from each other, and insulated in a great space, the general approach to which is by a flight of steps, with large protecting porticoes, which give an elegant and handsome appearance. The government house is situated on the westward side of the esplanade, and is a large and beautiful fabric, from whatever point it is viewed. Over the four arches, or gates that lead to it, there are placed sphinxes and various emblematical figures, that have a good effect, and the King's and Company's arms adorn both the western and eastern gates."

Various extracts are given from acts of parliament regulating the government and the supreme court of judicature of Bengal, by one of which the governor-general's salary is fixed at 25,000*l.* and each of the counsellors at 10,000*l.* per annum.

The regulations for the appointment of the supreme court of judicature at Fort William, in Bengal, is the same as we have quoted from the XXth chapter relating to Madras, except as to the salaries, that of the chief justice here being 8,000*l.* and of each of the other judges 6,000*l.* a year.

Our author gives a chronological sketch of Calcutta from the year 1633, when the English first visited and had permission to settle at Bengal to the year 1810. A table of the coins is given at pp. 108, 109; and at p. 110 of weights and measures.

Several pages of this chapter, p. 111 to 157, are very properly employed in giving an account of the commerce carried on at Bengal, with various parts of the world, which is divided into different heads, and a list of commodities suitable to the Bengal market, with some useful remarks on the imports from London, and on the commerce of British India with the same place.

Mr. Milburn states, that " Castor Oil is obtained from the seeds of the Palma Christi tree, of which there are several varieties. It is separated from the seeds by boiling or expression; the former method procures the largest quantities, but it has less sweetness, and becomes rancid much sooner than that obtained by expression, Genuine castor oil is thick and viscid when obtained by expression; the oil that is somewhat opaque is newer, and said to be more effectual in medicine than that which is pellucid and of a yellow colour. The colour of the recent oil is of a blueish green, approaching to solidity in the cold, resembling in that state the colour of amber, and almost pellucid. Castor oil should be chosen of a pale colour, inclining to a greenish cast, almost insipid to the taste, with but little smell, and of a good consistence; that which is dark colour and rancid should be rejected.

" Cochineal is an insect which lives upon the different species of the opuntia, and is imported in large quantities from South America, in form of little grains of an irregular figure, of a deep reddish purple colour, and covered more or less with a whitish down. They are light, and easily rubbed to powder between the fingers. One side they are roundish and wrinkled; the other is flat.

" The attention of the East India Company has been for many years directed to the production of this insect; but hitherto with little success. What has been brought from India is very small, not very abundant in colouring matter, and very inferior to any brought from New Spain. It is used only in dying course goods; and what has been imported, has sold from 3s. to 5s. per lb.; the price of the best Spanish cochineal varying from 28s. to 40s. per lb.

" Cochineal is an article in general demand at Bombay, and occasionally at China: for the former market the large black grain is preferred, as free from the grey or silvery appearance as possible. In purchasing this commodity, care should be taken that the dark colour has not been occasioned by art; this may be discovered by its smell, which is unpleasant, whereas genuine cochineal is quite free from smell.

" Oil of Roses. This valuable perfume is prepared in India, Persia, and Turkey. The quantity to be obtained from roses being very precarious and uncertain, various ways have been thought of to augment the quantity at the expence of the quality. It is often adulterated with the oil of sandal-wood: this imposition however cannot be concealed; the essential oil of sandal will not congeal in common cold, and its smell cannot be kept under, but will predominate in spite of every art. They have likewise the art of mixing this oil with spermaceti, more particularly that imported from Turkey. The best mode of discovering this fraud, is by spirits of wine: this will dissolve the oil, and leave the spermaceti in lumps, which, if heated, will form one solid mass. In the genuine oil, when congealed, the crystals will be found short and uniform, not more in the one than the other; for if they are of different lengths, the oil may be considered as adulterated. It is said that the colour of the attar is no criterion of its goodness, it being sometimes of a fine emerald green, of a bright yellow, of a reddish hue, from the same ground, and from the same process, only from roses obtained on different days. The real oil, or attar, congeals with a slight cold, it floats in water, and dissolves in highly rectified spirits of wine. It is seldom imported from India for sale, but considerable quantities are brought from Turkey, the price of which varies from 3*l.* to 4*l.* per ounce."

In a future edition of this useful book, which we unfeignedly wish the industrious compiler may meet with encouragement to proceed upon, we recommend him to confront his account of Indigo, with that given in the XIth volume of the *Asiatic Annual Register* for the year 1809, wherein he will find an accurate botanical description of the plant itself, with some incidental account of the manufacture of its product, and the theory of that production.—Meanwhile, we beg leave to inform him and his readers, that instead of there being but one *remarkable* indigoferous variety, which Mr. M. calls " *tinctoria*," there are—I. *Nerium*, LINN. gen. pl. No. 420, called by Dr. ROXBURGH *Nerium tinctorium*. II. *Indigofera cærulea*, ROXB. III. *Asclepias tinctoria*. ROXB.

We extract the following article on Indigo, from Vol. II. pp. 214 and 215.

" Indigo is a dye prepared from the leaves and small branches of a plant termed the Indigo plant, of which there are many varieties, the most remarkable of which is the Tinctoria, a native of Asia, Africa, and America, from which the

dye is made. The root of this plant is three or four lines thick, and more than a foot long, of a faint smell, something like parsley; from which issues a single stem, nearly of the same thickness, about two foot high, straight, hard, almost woody, covered with a bark slightly split, of a grey ash colour towards the bottom, green in the middle, reddish at the extremity, and without the appearance of pitch inside. The leaves are ranged in pairs round the stalk, of an oval form, smooth, soft to the touch, furrowed above, of a deep green on the under side, and connected with a very short penduncle. From about one-third of the stem to the extremity, there are ears that are loaded with very small flowers, from 12 to 15, but destitute of smell. The pestil, which is in the middle of each flower, changes into a pod, in which the seeds are enclosed.

"This plant requires a good soil, well tilled, and not too dry; the seed, which, as to figure and colour, resembles gunpowder, is sown in the broad cast during the latter months of the hot season, or at the commencement of the rains. Continual attention is required to eradicate the weeds; and with no further labour, the early plant is fit for cutting in the beginning of August, and the fields arriving successively at maturity, supply the works until the commencement of October.

"When the plant has been cut, it is placed in layers in a large wooden vessel, and covered with water. It soon ferments, the water becomes opaque, and assumes a green colour. When the fermentation has continued long enough, which is judged of by the paleness of the leaves, and which requires from six to twenty-four hours, according to the temperature of the air, and the state of the plant, the liquid is drawn off into large flat vessels, where it is constantly agitated till the blue floruli begin to make their appearance; fresh water is now poured in, which causes the blue flakes to precipitate. The yellow liquid is now drawn off, and the sediment, when the water is sufficiently drawn from it, is formed into small cakes, and dried in the shade.

"The indigo imported from India, is classed by the trade under the following denominations: East India, blue, purple, violet, and copper. The chief signs of good indigo are its lightness, and feeling dry between the fingers; its swimming in water; if thrown upon burning coals, its emiting a violet coloured smoke, and leaving but little ashes behind. In chusing indigo, the large regular formed cakes should be prefered, of a fine rich blue colour, extremely free from the white adhesive mould, and of a clean neat shape, as it is much depreciated in consequence of an irregular shape in the cakes, and the incrustation of white mould, when broken it should be of a bright purple cast, of a close and compact texture, free from white specks or sand, and when rubbed with the nail, should have a beautiful copper-like shining appearance; it should swim in water, and when burnt in the candle, it should fly like dust. That which is heavy, dull coloured, and porous, should be rejected; likewise the small and broken pieces, which, though equally good in quality with regular formed cakes, do not obtain an equal price.

"The culture and manufacture of indigo have been known and practised in India from time immemorial. The ancients were acquainted with this dye, under the name of Iudicum, and Europe was for many ages supplied by India previous to the discovery of America. Towards the close of the sixteenth century, it was not known in England what plant produced indigo. In Hackluyt's Remembrances to Master S. in 1582, he was instructed "to know if the anile that coloureth blue, be a natural comodity of those parts (Turkey), and if it were compounded of an herb, to send the seed or root, with the order of sowing, &c. that it might become a natural comodity in the realms, as woad was, that the high price of foreign woad might be brought down." In the early period of the Eng-

lish trade with the East Indies, indigo from Agra formed the most extensive and profitable branch of the company's imports; and in 1620 Mr. Munn states the importation to be 200,000lbs. which cost 1s. 2d. per lb. and sold in England at 5s. per lb. Gerarde, who wrote in 1597, is wholly silent about indigo, and so is Johnson, in 1632; but Parkinson, who wrote in 1640, treats largely on it; he calls it "Indico, or Indian woade," and gives the form of the leaf; he then describes it, first, from Francis Ximenes, in De Laet's Description of America; and, secondly, from Finche's Account in Purchas's Pilgrims. Even in 1688, Mr. Ray states, it was not agreed among botanists what plant it was from which indigo was made.

"The company's trade in indigo was carried on more than a century with considerable success; but it was relinquished to favour the introduction of the commodity from the British West Indies, where the cultivation had been taken up, and carried to great perfection, both in Barbadoes and Jamaica: but the legislator having laid a tax of 3s. 6d. per lb. on it about 1745, the West Indian planters dropped the cultivation of it entirely. It was afterwards cultivated in Carolina with such considerable success, that in 1747, 200,000lbs. weight of it was shipped for England, and sold very well. At this period, except what was imported from the East Indies, and the small quantities from America, France supplied from her West India islands the greater part of Europe with it, and England and Ireland were estimated to pay to France about 200,000l. annually for this commodity. It was also raised in East Florida of so good a quality that some sold as high as 8s. 9d. per lb. The acquisition of India, and the separation of America from the mother country, having changed the relative situations which those countries bore to Great Britain led, in a great degree, to the revival of the indigo trade with India. In 1799, the East India Company entered into a contract with an enterprising individual then resident at Calcutta, at very encouraging prices, which led others to embark in the cultivation, from whom the Company also made purchases. In the support of this commodity, the Company are stated to have lost on the sale of their purchases 80,000*l.* Having thus fostered and protected this article of Indian produce, and brought it into a state of maturity, the Company agreed to leave it in the hands of their servants in India, and those who lived under their protection, to serve as a safe and legal channel for remitting their fortunes to England. When the Company ceased purchasing, the planters felt themselves void of resources for continuing their exertions; upon which the company again stood forward, and afforded them assistance in the way of loan, having the security of their produce for the payment at their sales in London to the extent of 634,734*l.* in the course of a few years. With this aid they persevered in their exertions, and their labours have eventually been crowned with success. The article of indigo now bears a distinguished rank in the list of Asiatic produce, and may be considered the staple commodity of the private trade from India.

"The demand of all Europe for indigo, was lately estimated at 3,000,000 lbs. per annum. The consumption cannot reasonably be supposed to increase rapidly, or in any great progression; but supposing it to extend to 4,000,000 lbs. per annum, Bengal could supply the whole! and though some disadvantages have hitherto attended the cultivation of this article, the most discerning merchants look forward with certainty to a period when, from its quality and cheapness, the indigo of Bengal will preclude all competition in the market of Europe."

[To be continued.]

## Poetry.

### AD VENTOS.

VATIS Threïcil nunc citharam velim
Vocisque illecebras blanda furentibus
Dantis jura procellis
Mulcentis pelagi minas

Venti tam rapido turbine conciti
Qua vos cumque vagus detulerit furor
Classis vela britannae
Transite innocui precor

Ultores scelerum classis habet deos
Et pubem haud timidam pro patriâ mori
En ut lintea circum
Virtus excubias agit.

En nobis faciles parcite et hostibus
Concurrant pariter cum vatibus vates
Spectent numina ponti et
*Palmam qui meruit ferat.*

*J. Jortin,* A. M.
*ante A. D.* 1727.

*** Transmitted to the Naval Chronicle by *J. S. S.*

## Marine Law.

THE Court-Martial held on board the *Gladiator*, on Captain Samuel Butcher, late of his Majesty's ship *Antelope*, which commenced on Wednesday, the 8th February, lasted eight days, terminating on Thursday. The charges against him were, first, for having on the 8th July last, with a convoy of 121 sail, bound to Halifax, Newfoundland, and Bermuda, consisting of merchantmen and transports, with troops, stores, and ammunition for our arms in America, put into Bearhaven, in Bantry Bay, when the weather was fine, and the wind favourable; thereby retarding the progress of the convoy, until the 17th of the same month: secondly, for having neglected to station the force under his command to leeward, for the protection of the dull-sailing ships: and, thirdly, for having quitted his ship when at Bearhaven, and proceeded to his family, residing at Killarney,

taking with him the instructions of the masters of the ships under his convoy. These charges were preferred at the instance of the Committee at Lloyd's Coffee-House, on complaints made to them by many of the masters of the merchant ships; and a number of letters accompanied the charges, on the allegations of which the Court were to enquire.—Capt. Butcher was assisted in his defence by T. A. Minchin, Esq. The evidence on the part of the prosecutors did not close until Monday last. On Wednesday, Mr. Minchin delivered a defence, which occupied more than two hours. After descanting on the nature of the prosecution, as well as its origin, and the incompetency of the persons with whom it originated, to judge of the conduct of a large fleet from their nautical ideas, which are confined to the simple management and command of a single ship; he adverted to the services of Captain Butcher, during thirty years he has been in the Navy, noticing where he had distinguished himself in the ever-memorable battles of the 29th of May and 1st of June, under Lord Howe—his cutting a ship out of a harbour in the West Indies, at noon day, although she was lashed to the shore, and protected by large batteries in every direction—his combating and engaging a ship, double his own force, for two hours and a half, yard arm and yard arm, and at length capturing her—his convoying in safety, at other times, large convoys in the Baltic, especially one of 360 sail of merchantmen, through the intricate navigation of the Carlscrona, and, although opposed at all times to numerous privateers and row-boats, which he constantly either destroyed or captured, and, as soon as he had captured, turned them immediately against the enemy; and finally, in the attack on Flushing, where he led the way in defiance of the cross fire of the extensive range of the batteries of Flushing and Cadsand, for six miles, during which he got stuck fast for several hours on one of the banks.—He then produced several letters from Admiral Sir Wm. Young, Admiral Sir John Duckworth, Admiral Scott, Commissioner Sir R. Barlow, and other Officers, giving the highest encomiums on his conduct as a brave, zealous, and indefatigable Officer. With great perspicuity, he next repelled the charges, and argued upon the necessity of Captain Butcher's putting into Bearhaven from contrary winds, and from being exposed with a large fleet to a lee shore on that part of Ireland, and of how much importance to the fleet it was to receive, as they did, a full supply of fresh provisions and water at Bearhaven; demonstrating wherein the charges had not been proved against him; that his putting into Bearhaven was in the exercise of his best judgment and discretion, and that whilst detained there by contrary winds, he fully replenished his ship with provisions and water, and his visiting his wife and family, who were only three hours' ride from his ship, was no retarding of the convoy, as, at the instant he could get under weigh again he did so, and, at length, carried his whole convoy in complete safety to their respective destinations, affording the most seasonable aid to our forces in America. Here the defence strongly argued, that if the Secretary of State, the War Office, or the Admiralty, originally, had never thought of imputing delay to him,—entrusted as these high authorities were with the vital interests of the empire,—he was entitled to say, that "England's expectations" towards him, had not been disappointed, that he had "done his duty," and

the most unequivocal approval resulted from their not otherwise charging it to him on his arrival home; but with surprise he afterwards found the Admiralty, on a representation from the Committee of Lloyd's, originating with some of the masters of the merchant vessels, who resented reprimands he had repeatedly given them for not obeying his signals, had directed the Court-martial. That the evidence, in most respects, had proved the reverse of what had been alleged; and, that the whole of the Masters' charges were a jumble of premises of what might have happened, rather than of accusation of what did happen. When noticing one ship which had slipped the convoy before it reached Bantry, and cleared the land, he urged that a single ship might do what it was not prudent for a whole fleet to attempt, and referred to the instance of Sir Hugh Christian, who once had the charge of a convoy to the West Indies, and after several ineffectual attempts with his whole fleet to perform the voyage, some single ships did effect it, landed their troops, and returned again to England, before Sir Hugh finally sailed. He then admitted that "the head and front of his offending" was, his leaving his ship to visit his wife and family, snatching the opportunity his anchorage in Bearhaven, which, after many a long day of severe and hard service of two years, then presented. But in the most animated terms denied, that for an instant he sacrificed, in the smallest degree, the duty entrusted to him, in the great responsibility of such a convoy; having put to sea again, as soon as the wind appeared to him favourable. And after glancing at the prosecution as instituted by the Committee at Lloyd's, of which he did not complain, as they had been led to it by the representations of the Masters of the merchantmen, and admitting the importance of the mercantile interests of this country, and how much it was the duty of the Navy to be centinels and guards over it,—averring that he had himself ever been one of those faithful centinels,—he concluded by a pathetic and energetic address to the feelings of the Court in his favour.—Several Officers were called as witnesses on his behalf: one of whom was Lord Arthur Somerset, who was a passenger in his ship, and all gave the fullest testimony in his favour; when the Court, after nearly five hours' deliberation, delivered its sentence as follows:—

"That it appeared that the said Capt. Butcher did, on the said 8th of July, put into Bearhaven with the convoy. That when he bore up for Bantry Bay the weather was not fine and pleasant, but, on the contrary, was squally and unsettled; that he was justified, under all the circumstances, in so putting into Bearhaven; but, that he should have weighed again from thence at latest on the 13th of the said month of July, when the Agent for Transports reported the ships complete in their water; and that the charge of having retarded the progress of the convoy from that time was so far proved. That it appeared that the said Capt. Butcher gave directions to the ships of war to take their stations for the protection of the convoy, but did not sufficiently enforce the same; and although he shewed great anxiety respecting the Convoy, he did not bear down sufficiently often, and far enough to leeward, to collect them at the close of day. That the charge of not having given protection to the dull sailing ships of the

Convoy was thereby proved; but that it had not been proved that any schooner privateer did come in to the fleet, or that any merchant vessels were captured; the schooner taken for an enemy's privateer having been noticed from the *Antelope*, and examined by one of the men of war;—nor that a merchant brig, which had lost her fore top mast was not noticed, one of the brigs of war having stood for her, and passed under her stern: and that the said Capt. Butcher having admitted that he went to Killarney to his wife and family, that part of the charge was thereby proved; but that it was not proved that he took the instructions of the several Masters of the merchant ships under his Convoy with him. In consideration of circumstances, the Court did, therefore, adjudge the said Captain Butcher to be reprimanded only.—Rear-Admiral Foote, President.

A Court-Martial has been held on Mr. Roger Best, Carpenter of H. M. S. *Spey*, for drunkenness; when, in consideration of his former excellent character, during ten years' service, and his contrition since his offence, he was sentenced to be only reprimanded, and admonished to be more careful in future.

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## NAVAL HISTORY OF THE PRESENT YEAR, 1815.

*(March—April.)*

### RETROSPECTIVE AND MISCELLANEOUS.

NOTHING naval, of importance, has occurred during the last month. The dying embers of enmity in America appear in the attack of Fort Mobile, and long may it be ere the breath of faction shall again blow them into flame. Rear-admiral Sir Edward Codrington, in the Havannah, Captain Hamilton, brought home the despatches, from which we learn that intelligence of peace between the two countries was received, soon after the reduction of the fort, and that in consequence the British forces were withdrawn, and sailed for the Havannah, where they were preparing to return to England. Sir A. Cochrane had sailed in the Tonnant for Bermuda, leaving Rear-admiral Sir Pultney Malcolm, to make the arrangements for the return home of the fleet with the troops. The Havannah arrived at Bermuda on the 22d ult. and sailed again for England on the next day.

The general account of naval proceedings in that quarter is thus stated: The Bacchante and Pomone sailed on the 21st for Halifax. One of these ships was to bring Admiral Griffith from Halifax to Bermuda, to relieve Sir Alexander Cochrane, who was preparing to quit the island in the Tonnant, for England. The Leonidas, Amphion, Havoc, Martial, Fervent, and Archer, had arrived with their convoy from Cork, at Bermuda; as had the Castor, with a convoy from Gibraltar. The Bedford and Iphigenia had gone to Jamaica to bring home a convoy; the Narcissus to the Brazils; the Majestic and Leonidas in search of the Constitution, to give her intelligence of the peace; the Pylades and Pandora to Barbadoes; L'Aigle and

Euryalus to the Mediterranean; and the Orlando to the Chesapeake. Admiral Sir George Cockburn, and the ships under his orders, were hourly expected at Bermuda, from Georgia.

At Bermuda were, on the 23d ult., the Tonnant, Vengeur, Asia, Surprise, Armide, Hebrus, Ganymede, Castor, Saracen, Dotterell, Harlequin, Fervent, Archer, and Alban.

A considerable augmentation is immediately to take place in the Royal Marine Corps. Fifteen companies are to be added, and the number of field officers is to be made up to the same that was on the establishment prior to the late reduction.

The loyalty of the Bordelais has been ineffectual against the military force of Bonaparte,—and the Duchess of Angouleme is arrived in England. The following account of her arrival is extracted from a letter, dated Plymouth, 22d inst.—

" On the 19th arrived here the Wanderer sloop of war, Captain Dowers, from Passages, which she left on the 11th instant, having on board her Royal Highness the Duchess d'Angouleme, the Duchess de Serant, Countess de Choisey, Countess du Dumas, Marquesa de Rougey, with about 20 noblemen, generals, &c. As soon as her Royal Highness's arrival was communicated by signal, a guard of honour, consisting of the grenadiers of the Derby Militia, with colours and music, attended by Admiral Sir J. T. Duckworth, Major-General Brown, and several officers of the navy and army, assembled to welcome a heroine to the British shore. About ten o'clock her Royal Highness landed from the Admiral's barge, under a royal salute from the garrison and lines. As her Royal Highness passed over Mount Wise to the Admiral's House, she was frequently cheered with huzzas and " *Vive le Roi.*" The populace, eager to gain a view of this truly illustrious female, crowded around the Admiral's House, to whom her Royal Highness presented herself at the window for a considerable time, bowing most gracefully, and overcome even to tears by the demonstrations of attachment and esteem with which she was received. This proof of her sensibility made a most forcible impression on all who witnessed it. Her Royal Highness's appearance is in the highest degree interesting. Melancholy seems to have marked her for her own; and it was not easy to recognize in her pallid countenance and fragile form, any traces of those energies, which lately distinguished her at Bourdeaux.—The French must have been callous indeed, and have lost all that gallantry for which they were once celebrated, to resist her honourable and enlivening appeals, that in any other country, less demoralized, would have proved irresistible. About three o'clock in the afternoon her Royal Highness departed for London, with her suite, in several carriages. Her own carriage, like the generality of French carriages, was very heavy, and not otherwise remarkable than for the *fleurs de lis* on the pannels, most beautifully executed.—At Ridgeway, five miles from Plymouth, her Royal Highness was accosted by a lady, well acquainted with the French language, who on professing her regret at seeing the daughter of Louis XVI. and the niece of the lawful monarch of France under such circumstances, was informed by her Royal Highness that she was going to a place (London) where she had a great

many friends, and whence she hoped to return soon to her native land, without a fear of farther disturbance. An unthinking John Bull, in one of the public coaches, that had stopped to water the horses, at Ridgeway, also spoke to her Royal Highness: but instead of expressing his sorrow for her situation, he enquired of her, if the carriage she rode in was her own, and by whom it was built, at the same time remarking that it was very heavy, and could not have been built in England!

Great care was taken to conceal from her Royal Highness the fact of her husband's having been taken prisoner. Previous to her leaving Bourdeaux, her Royal Highness issued the following spirited address to its inhabitants:—

"Brave Bordelais—Your fidelity is well known to me—your devotion, unlimited, does not permit you to foresee any danger; but my attachment for you, for every Frenchman, directs me to foresee it. My stay in your city being prolonged might aggravate circumstances, and bring down upon you the weight of vengeance. I have not the courage to behold Frenchmen unhappy, and to be the cause of their misfortunes. I leave you, brave Bordelais, deeply penetrated with the feelings you have expressed, and can assure you that they shall be faithfully transmitted to the King.—Soon, with GOD's assistance, under happier auspices, you shall witness my gratitude, and that of the Prince whom you love.

(Signed) "*Maria Theresa.*"

"*Bourdeaux, April* 1, 1815."

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Whether the following decree by Buonaparte for the abolition of the Slave Trade, on the part of France, be or be not carried into immediate operation, or whatever may be the final result of his enterprise, we think it will be henceforth continued or resumed with a very ill grace under any other legislation than his own.

"IMPERIAL DECREE.

"*Paris, 29th March.*

"Napoleon, Emperor of the French. We have decreed, and do decree as follows:—

"Article 1. From the date of the publication of the present decree, the trade in negroes is abolished. No expedition shall be allowed for this commerce, neither in the ports of France, nor in those of our colonies.

2. There shall not be introduced, to be sold in our colonies, any negroe the produce of this trade, whether French or foreign.

3. Any infraction of this decree shall be punished with the confiscation of the ship and cargo, which shall be pronounced by our courts and tribunals.

4. However, the ship-owners who before the publication of the present

decree, shall have fitted out expeditions for the trade, may sell the product in our colonies.

5. Our ministers are charged with the execution of the present decree.

(Signed) *Napoleon.*

By the Emperor, the Minister Secretary of State,

(Signed) *The Duke of Bassano.*

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In a Committee of Supply, the following sums were voted on the Navy Estimates :—

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|---|---|
| Wages for 25,000 additional seamen, including 5,000 marines | £352,000 |
| For the victualling of the Navy | 502,500 |
| For the wear and tear of ships | 430,000 |
| For naval ordnance | 70,000 |
| For naval contingencies | 1,370,426 |
| For half-pay and annuities to superannuated officers of the Navy | 907,502 |
| For superannuated commissioners and clerks in the civil department of the Navy | 67,219 |
| For building and repairing ships | 2,116,710 |

In reply to a hope expressed by Mr. Whitbread, that as an increased number of seamen had been voted (25,000) the Admiralty would proportion the number of ships to the number of good seamen they could procure, that we might match the Americans, if unfortunately another war with them should occur, Admiral Hope said, it was impossible that we could man a navy of 70 or 80 sail, as well as five or six frigates were manned by the Americans.

It is with the greatest satisfaction that we can state, on the assurance of Mr. Croker, in answer to an observation of Mr. Whitbread, that while military officers in an enemy's prison were allowed the discount which from difference of exchange they were obliged to pay, a similar allowance was refused to naval officers in the like situation, that measures have been taken to place naval officers, in that respect, on the same footing with the officers of the army.—On this subject our Correspondence has afforded much and earnest remonstrance ; and we flatter ourselves we have in no small degree contributed to this satisfactory result.

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The following is a brief abstract of the substance of the Treaty concluded on the 25th of March, between Russia, Austria, Prussia, and Great Britain, in consequence of the entrance of Napoleon Buonaparte into France.

It states, that the resolutions of the High Contracting Parties are in consideration of the consequences which Napoleon Buonaparte's invasion

of France may produce on the safety of Europe, and to carry into effect, the principles consecrated by the Treaty of Chaumont. They therefore, resolve by a solemn treaty, to preserve against every attack the order of things so happily established in Europe, and to determine upon the most effectual means of fulfilling that engagement. Accordingly they engage by Art. 1, to maintain entire the conditions of the Treaty of Peace concluded at Paris, 30th May, 1814, as also the stipulations determined upon and signed at the Congress of Vienna, with the view to complete the dispositions of that treaty—to preserve them against all infringement, and particularly against the designs of Napoleon Buonaparte. And they engage in the spirit of the declaration of the 13th March last, to direct in common, and with one accord, should the case require it, all their efforts to force him to desist from his projects, and to render him unable to disturb in future the tranquillity of Europe, and the general peace, under the protection of which, the rights, the liberties, and independence of nations had been recently placed and secured.—By Art. 2. The High Contracting Parties engage definitively to keep constantly in the field, each a force of 150,000 men, of which, at least one tenth to be cavalry, and a just proportion of artillery, not reckoning garrisons.—By Art. 3. They reciprocally engage not to lay down their arms but by common consent, nor before the object of the war designated in the first article shall have been attained, nor until Buonaparte shall have been rendered unable to create disturbance, and to renew his attempts for possessing himself of the supreme power in France. Art. 4. Engages that the stipulations of the treaty of Chaumont shall be again in force, as soon as the object actually in view shall have been attained.—By Art. 5. Whatever relates to the command of the combined armies, to supplies, &c. shall be regulated by a particular convention.—By Art. 6. The High Contracting Parties are allowed respectively to accredit to the generals commanding their armies, officers, who shall have the liberty of corresponding with their governments for the purpose of giving information of military events, &c.—Art. 7. Invites all the powers of Europe to accede to the present treaty.—Art. 8. Invites especially his Most Christian Majesty to accede to it.

By a separate Article, his Britannic Majesty is to have the option either of furnishing his contingent in men, or of paying at the rate of 30*l.* per annum for each cavalry soldier, or 20*l.* per annum for each infantry soldier that may be deficient of the stipulated number.—And by an explanatory declaration, the Prince Regent on the part of his Britannic Majesty is not to be understood (however solicitous to see his Most Christian Majesty restored to the throne) as bound to prosecute the war, with a view of imposing on France any particular government.

Authority and instructions have also been given to the Earl of Clancarty, to sign a subsidiary engagement, consequent upon the said treaty.

## Letters on Service,

*Copied verbatim from the* LONDON GAZETTE.

ADMIRALTY-OFFICE, MARCH 9, 1815.

DESPATCHES, of which the following are copies, addressed by Vice-admiral the Honourable Sir Alexander Cochrane, G.C.B. &c. to John Wilson Croker, Esq. were yesterday brought to this office by the Honourable Captain William Henry Percy, late of H.M.S. Hermes.

SIR, *Armide, off Isle au Chat, December* 16, 1814.

Having arrived at the entrance off Chaudeleur Islands on the 8th instant, Captain Gordon, of the Seahorse (which ship, with the Armide and Sophie, I had sent on from off Pensacola to the anchorage within Isle au Vaisseau), reported to me that two gun-vessels of the enemy, apparently large size sloops, of very light draught of water, had fired at the Armide upon her way down, from within the chain of small islands that run parallel to the coast from Mobile towards Lac Borgne, and having afterwards joined three others cruising in the Lake, were then visible from his mast-head.

The Bayon Catalan (or des Pecheurs) at the head of Lac Borgne, being the contemplated point of disembarkation, the distance from the inner anchorage of the frigates and troop ships to the Bayon full sixty miles, and our principal means of transport open boats, it became impossible that any movement of the troops could take place until this formidable flotilla was either captured or destroyed.

Rear-admiral Malcolm joined me with the fleet upon the 11th instant; and upon the 12th I placed the launches, barges, and pinnaces of the squadron, with Captain Montressor, of the Manly, and Captain Roberts, of the Meteor, under the command of Captain Lockyer, of the Sophie, and sent them into Lac Borgne, in pursuit of the enemy, while the frigates, troop-ships, and smaller vessels moved into the inmost anchorage, each vessel proceeding on until she took the ground.

After an arduous row of thirty-six hours, Captain Lockyer had the good fortune to close with the flotilla, which he attacked with such judgment and determined bravery, that notwithstanding their formidable force, their advantage of a chosen position, and their studied and deliberate preparation, he succeeded in capturing the whole of these vessels, in so serviceable a state as to afford at once the most essential aid to the expedition.

For the particulars of this brilliant affair I refer their Lordships to the accompanying copy of Captain Lockyer's letter, detailing his proceedings, which I am fully aware their Lordships will duly appreciate.

Captain Lockyer's conduct on this occasion, in which he has been severely wounded, and his long and active services as a commander, justly entitling him to their Lordships' protection, and finding it expedient to place this flotilla collectively upon the establishment of a thirty-six gun frigate, I have appointed him to the command thereof.

Captain Montresor, whom I have placed in the command of the gun-vessels, until Captain Lockyer's wounds will admit of his serving, and Captain Roberts, whom I have before had occasion to mention to their Lordships, together with Lieutenants Tatnell and Roberts, of the Tonnant, and the whole of the officers mentioned by Captain Lockyer, I trust will not fail to meet their Lordships' notice.

Our loss has been severe, particularly in officers, but considering that this successful enterprise has given us the command of Lac Borgne, and considerably reduced our deficiency of transports, the effort has answered my fullest expectations. I have the honour to be, &c.

*Alexander Cochrane,*

*John Wilson Croker, Esq. &c.*

Vice-admiral and Commander-in-chief.

*His Majesty's Sloop Sophie, Cat Island Roads,*
*December* 18, 1814.

SIR,

I beg leave to inform you, that in pursuance of your orders, the boats of the squadron which you did me the honour to place under my command, were formed into three divisions (the first headed by myself, the second by Captain Montresor, of the Manley, and the third by Captain Roberts, of the Meteor), and proceeded on the night of the 12th instant from the frigate's anchorage, in quest of the enemy's flotilla.

After a very tedious row of thirty-six hours, during which the enemy attempted to escape from us, the wind fortunately obliged him to anchor off St. Joseph's Island, and nearing him on the morning of the 14th, I discovered his force to consist of five gun-vessels of the largest dimensions, which were moored in a line abreast, with springs on their cables, and boarding nettings triced up, evidently prepared for our reception.

Observing also, as we approached the flotilla, an armed sloop endeavouring to join them, Captain Roberts, who volunteered to take her with part of his division, succeeded in cutting her off and capturing her without much opposition.

About ten o'clock, having closed to within long gun-shot, I directed the boats to come to a grapnel, and the people to get their breakfasts; and as soon as they had finished we again took to our oars, and pulling up to the enemy against a strong current, running at the rate of nearly three miles an hour, exposed to a heavy and destructive fire of round and grape, about noon I had the satisfaction of closing with the commodore in the Seahorse's barge.

After several minutes obstinate resistance, in which the greater part of the officers and crew of this boat were either killed or wounded, myself amongst the latter, severely, we succeeded in boarding, and being seconded by the Seahorse's first barge, commanded by Mr. White, midshipman, and aided by the boats of the Tonnant, commanded by Lieutenant Tatnell, we soon carried her, and turned her guns with good effect upon the remaining four.

During this time, Captain Montresor's division was making every possible exertion to close with the enemy, and with the assistance of the other boats, then joined by Captain Roberts, in about five minutes we had possession of the whole of the flotilla.

I have to lament the loss of many of my brave and gallant companions, who gloriously fell in this attack; but considering the great strength of the enemy's vessels (whose force is underneath described), and their state of preparation, we have by no means suffered so severely as might have been expected.

I am under the greatest obligations to the officers, seamen, and marines, I had the honour to command on this occasion, to whose gallantry and exertions the service is indebted for the capture of these vessels; any comments of mine would fall short of the praise due to them: I am especially indebted to Captains Montresor and Roberts, for their advice and assistance; they are entitled to more than I can say of them, and have my

best thanks for the admirable style in which they pushed on with their divisions to the capture of the remainder of the enemy's flotilla.

In an expedition of this kind, where so many were concerned, and so much personal exertion and bravery was displayed, I find it impossible to particularize every individual who distinguished himself and deserves to be well spoken of, but I feel it my duty to mention those whose behaviour fell immediately under my own eye.

Lieutenant George Pratt, second of the Seahorse, who commanded that ship's boats, and was in the same boat with me, conducted himself to that admiration which I cannot sufficiently express; in his attempt to board the enemy he was several times severely wounded, and at last so dangerously, that I fear the service will be deprived of this gallant and promising young officer.

I cannot omit to mention also the conduct of Lieutenants Tatnell and Roberts, of the Tonnant, particularly the former, who, after having his boat sunk alongside, got into another, and gallantly pushed on to the attack of the remainder of the flotilla. Lieutenant Roberts was wounded in closing with the enemy. I have the honour to be, &c.

*Vice-admiral the Honourable Sir Alexander Cochrane, Commander-in-chief, &c.*

*Nicholas Lockyer,*
Captain.

No. 1.—Gun-vessel, 1 long 24-pounder, 4 12-pounder carronades, and 4 swivels, with a complement of 45 men, Captain Jones, commodore.

No. 2.—Gun-vessel, 1 long 32-pounder, 6 long 6-pounders, 2 five-inch howitzers, and four swivels, with a complement of 45 men, Lieutenant M'Ives.

No. 3.—Gun-vessel, 1 long 24 pounder, 4 long 6-pounders, and 4 swivels, with a complement of 45 men.

No. 4.—Gun-vessel, 1 long 24-pounder, 4 12-pounder carronades, with a complement of 45 men.

No. 5.—Gun-vessel, 1 long 24-pounder, 4 12-pounder carronades, with a complement of 45 men.

No. 6.—Armed sloop, 1 long 6-pounder, 2 12-pounder carronades, with a complement of 20 men.

*Nicholas Lockyer,*
Captain.

*A List of the Killed and Wounded in the Boats of his Majesty's Ships, at the Capture of the American Gun-vessels near New Orleans.*

*Tonnant.*—1 able seaman, 2 ordinary seamen, killed; 1 lieutenant, 4 midshipmen, 4 able seamen, 4 ordinary, 2 landmen, 3 private marines, wounded.

*Norge*—1 quarter-master killed; 1 master's-mate, 4 able seamen, 3 ordinary seamen, 1 private marine, wounded.

*Bedford.*—1 seaman killed; 2 lieutenants, 1 master's-mate, 2 seamen, wounded.

*Royal Oak*—1 seaman wounded.

*Ramillies.*—4 seamen killed; 9 seamen wounded.

*Armide.*—1 seaman killed.

*Cydnus.*—1 midshipman, 1 seaman, 2 private marines, wounded.

*Seahorse.*—1 midshipman, 1 volunteer of the 1st class, 1 able seaman, 1 ordinary seaman, 1 private marine, killed; 1 lieutenant, 2 midshipmen, 1 lieutenant of marines, 7 able seamen, 7 ordinary seamen, 1 landman, 4 private marines, wounded.

*Trave.*—1 volunteer of the 1st class, 1 captain of the fore-top, killed; 1 private marine wounded.
*Sophie.*—1 captain wounded.
*Meteor.*—3 seamen wounded.
*Belle Poule.*—2 seamen wounded.
*Gorgon.*—1 master's-mate wounded.

*A List of the Names of the Officers killed and wounded in the Boats of his Majesty's Ships at the Capture of the American Gun-vessels, near New Orleans.*

*Seahorse.*—*Killed*—T. W Moore, midshipman; John Mills, volunteer of the 1st class.
*Trave.*—Henry Symons, volunteer of the 1st class.
*Tonnant.*—*Wounded*—W. G. Roberts, lieutenant, severely; John O'Reilly, midshipman, dangerously (since recovered); Robert Uniacke, midshipman (since dead); Peter Drummond, midshipman, dangerously (doing well); George W. Cole, midshipman, slightly.
*Norge.*—Mark Pettet, master's-mate, severely.
*Bedford.*—John Franklin, lieutenant, slightly; H. G. Etough, lieutenant, slightly; James Hunter, master's-mate, slightly.
*Seahorse.*—G. Pratt, lieutenant, since dead; ——— Pilkington, midshipman, since dead; G. W. White, midshipman, severely; James Uniacke, lieutenant royal marines, severely.
*Cydnus.*—David M'Kenzie, midshipman, slightly.
*Sophie.*—Nicholas Lockyer, Esq. captain, severely.
*Gorgon.*—John Sudbury, master's mate, slightly.

*A List of the Names of the Seamen and Private Marines killed and wounded in the Boats of his Majesty's Ships, at the Capture of the American Gun-vessels near New Orleans.*

*Tonnant.*—*Killed*—Adam Anderson; Robert Burt; Thomas Waterson.
*Wounded.*—Edward Jones, able seaman, loss of an arm; John Smith (2), able seaman, severely; William Joseph, able seaman, slightly; James Dawson, able seaman, slightly; John Sullivan, ordinary seaman, severely; John Nowland (2), ordinary seaman, slightly; John Williams (5), ordinary seaman, slightly; Andre Marnes, ordinary seaman, slightly; Joshua Enright, landman, slightly; John Keyser, landman, slightly; Simon Mahoney, private marine, slightly; Pr. M'Denott, private marine, slightly; John Healey, private marine, slightly.
*Norge.*—*Killed*—John Smith.
*Wounded.*—Henry Sadler, able seaman, severely; Samuel Lacey, ordinary seaman, severely; Benjamin Holland, able seaman, dangerously; William Roberts, ordinary seaman, slightly; John Clark, able seaman, slightly; John Webb, ordinary seaman, slightly; John Scott, able seaman, slightly; Isaac Thomas, private marine, dangerously.
*Seahorse.*—*Killed*—Robert Beatty; William Salmon; John Edwards.
*Wounded*—Robert Buckland, able seaman, severely; William Lenkett, able seaman, severely; James Crosby, ordinary seaman, severely; George Thompson, ordinary seaman, severely; William Lundy, ordinary seaman, severely; Thomas White (2), ordinary seaman, severely; Thomas Fall, able seaman, slightly; Peter Le Pege, able seaman, slightly; Daniel Kenny, able seaman, slightly; Adam Waters, able seaman, slightly; Evan Griffiths, able seaman, slightly; Thomas White, (1), ordinary seaman, slightly; William Forster, ordinary seaman, slightly; John Westcott, ordinary seaman, slightly; George M'Pherson, landman, slightly; George Benyman, private marine, severely; John Buckham, private marine, dan-

gerously; Edward Lucas, private marine, severely; Jos. Roe, private marine, slightly.

*Trave.*—*Killed*—William Prattley.

*Wounded.*—John Evans, private marine, slightly.

*Bedford.*—*Wounded*—William Stretton, private marine, severely.

*Cydnus.*—*Wounded*—John Whalen, private marine, severely; John Blaney, private marine, severely; Joseph Hamar, private marine, slightly.

*Meteor.*—*Wounded*—Stephen Shire, able seaman, severely; Lan. Clarke, able seaman, slightly; William Wilcox, able seaman, slightly.

*Belle Poule.*—*Wounded*—Thomas Jones, able seaman, slightly; Thomas Williams, able seaman, slightly.

*Royal Oak.*—*Wounded*—John M'Carthy, able seaman, severely.

*Edward Codrington,*

Rear-admiral and Captain of the Fleet.

Total—3 midshipmen, 13 seamen, 1 private marine, killed; 1 captain, 4 lieutenants, 1 lieutenant of marines, 3 master's-mates, 7 midshipmen, 50 seamen, 11 marines, wounded.

Grand Total—17 killed; 77 wounded. E. C.

SIR, *Armide, off Isle au Chat, January* 18, 1815.

An unsuccessful attempt to gain possession of the enemy's lines near New Orleans on the 8th instant, having left me to deplore the fall of Major-general the Honourable Sir Edward Pakenham, and Major-general Gibbs; and deprived the service of the present assistance of Major-general Keane, who is severely wounded, I send the Plantagenet to England to convey a despatch from Major-general Lambert, upon whom the command of the army has devolved, and to inform my Lords Commissioners of the Admiralty of the operations of the combined forces since my arrival upon this coast.

The accompanying letters, Nos. 163 and 169, of the 7th and 16th ult. will acquaint their Lordships of the proceeding of the squadron to the 15th December.

The great distance from the anchorage of the frigates and troop-ships to the Bayon Catalan, which from the best information we could gain appeared to offer the most secure, and was indeed the only unprotected, spot whereat to effect a disembarkation, and our means, even with the addition of the captured enemy's gun-vessels, only affording us transport for half the army, exclusive of the supplies that were required, it became necessary, in order to have support for the division that would first land, to assemble the whole at some intermediate position, from whence the second division could be re-embarked in vessels brought light into the Lake, as near the Bayon as might be practicable, and remain there until the boats could land the first division and return.

Upon the 16th therefore the advance, commanded by Colonel Thornton, of the 85th regiment, was put into the gun-vessels and boats, and Captain Gordon, of the Seahorse, proceeded with them, and took post upon the Isle aux Poix, a small swampy spot at the mouth of the Pearl river, about thirty miles from the anchorage, and nearly the same distance from the Bayon, where Major-general Keane, Rear-admiral Codrington, and myself, joined them on the following day; meeting the gun-vessels and boats returning to the shipping for troops, and supplies of stores and provisions.

The Honourable Captain Spencer, of the Carron, and Lieutenant Peddy, of the quarter-master-general's department, who were sent to reconnoitre the Bayon Catalan, now returned with a favourable report of its position for disembarking the army; having, with their guide, pulled up in a canoe to the head of the Bayon, a distance of eight miles, and landed

within a mile and a half of the high road to, and about six miles below New Orleans, where they crossed the road without meeting with any interruption, or perceiving the least preparation on the part of the enemy.

The severe changes of the weather, from rain to fresh gales and hard frost, retarding the boats in their repeated passages to and from the shipping, it was not until the 21st that (leaving on board the greater part of the two black regiments and the dragoons), we could assemble troops and supplies sufficient to admit of our proceeding; and on that day we commenced the embarkation of the second division in the gun-vessels, such of the hired craft as could be brought into the Lakes, and the Anaconda, which by the greatest exertions had been got over the shoal passages.

On the 22d these vessels being filled with about two thousand four hundred men, the advance, consisting of about sixteen hundred, got into the boats, and at eleven o'clock the whole started, with a fair wind, to cross Lac Borgne. We had not, however, proceeded above two miles, when the Anaconda grounded, and the hired craft and gun-vessels taking the ground in succession before they had got within ten miles of the Bayon; the advance pushed on, and at about midnight reached the entrance.

A picquet, which the enemy had taken the precaution to place there, being surprised and cut off, Major-general Keane, with Rear-admiral Malcolm and the advance, moved up the Bayon, and having effected a landing at daybreak, in the course of the day was enabled to take up a position across the main road to New Orleans, between the river Mississipi and the Bayon.

In this situation, about an hour after sun-set, and before the boats could return with the second division, an enemy's schooner of fourteen guns, and an armed ship of sixteen guns, having dropped down the Mississippi, the former commenced a brisk cannonading, which was followed up by an attack of the whole of the American army. Their troops were, however, beaten back, and obliged to retire with considerable loss, and Major-general Keane advanced somewhat beyond his former position. As soon as the second division was brought up, the gun-vessels and boats returned for the remainder of the troops, the small-armed seamen and marines of the squadron, and such supplies as were required.

On the 25th, Major-general Sir E. Pakenham and Major-general Gibbs arrived at head-quarters, when the former took command of the army.

The schooner which had continued at intervals to annoy the troops having been burnt on the 27th by hot shot from our artillery, and the ship having warped farther up the river, the following day the general moved forward to within gun-shot of an entrenchment which the enemy had newly thrown up, extending across the cultivated ground from the Mississippi to an impassable swampy wood on his left, a distance of about one thousand yards.

It being thought necessary to bring heavy artillery against this work, and also against the ship which had cannonaded the army when advancing, guns were brought up from the shipping, and on the 1st instant batteries were opened; but our fire not having the desired effect, the attack was deferred until the arrival of the troops under Major-general Lambert, which were daily expected.

Major-general Lambert, in the Vengeur, with a convoy of transports, having on board the 7th and 43d regiments, reached the outer anchorage on the 1st; and this reinforcement was all brought up to the advance on the 6th instant, while preparations were making for a second attack, in the proposed plan for which, it was decided to throw a body of men across the river to gain possession of the enemy's guns on the right bank. For this purpose, the canal by which we were enabled to conduct provisions

and stores towards the camp, was widened and extended to the river, and about fifty barges, pinnaces, and cutters, having, in the day-time of the 7th, been traced under cover and unperceived, close up to the bank, at night the whole were dragged into the Mississippi, and placed under the command of Captain Roberts, of the Meteor.

The boats having grounded in the canal, a distance of three hundred and fifty yards from the river, and the bank being composed of wet clay thrown out of the canal, it was not until nearly day-light that with the utmost possible exertions this service was completed.

The 85th regiment, with a division of seamen under Captain Money, and a division of marines under Major Adair, the whole amounting to about six hundred men, commanded by Colonel Thornton, of the 85th regiment, were embarked and landed on the right bank of the river without opposition, just after day-light; and the armed boats moving up the river as the troops advanced, this part of the operations succeeded perfectly; the enemy having been driven from every position, leaving behind him seventeen pieces of cannon.

The great loss, however, sustained by the principal attack, having induced General Lambert to send orders to Colonel Thornton to retire, after spiking the guns and destroying the carriages, the whole were re-embarked and brought back, and the boats, by a similar process of hard labour, were again dragged into the canal, and from thence to the Bayon, conveying at the same time such of the wounded as it was thought requisite to send off to the ships.

Major-general Lambert having determined to withdraw the army, measures were taken to re-embark the whole of the sick and wounded, that it was possible to move, and the stores, ammunition, ordnance, &c. with such detachments of the army, seamen, and marines, as were not immediately wanted; in order that the remainder of the army may retire unincumbered, and the last division be furnished with sufficient means of transport.

This arrangement being in a forward state of execution, I quitted head-quarters on the 14th instant, leaving Rear-admiral Malcolm to conduct the naval part of the operations in that quarter, and I arrived at this anchorage on the 16th, where I am arranging for the reception of the army, and preparing the fleet for further operations.

I must, in common with the nation, lament the loss which the service has sustained by the death of Major-general the Honourable Sir Edward Pakenham, and Major-general Gibbs. Their great military qualities were justly estimated while living, and their zealous devotion to our country's welfare, will be cherished as an example to future generations.

In justice to the officers and men of the squadron under my command, who have been employed upon this expedition, I cannot omit to call the attention of my Lords Commissioners of the Admiralty to the laborious exertions and great privations which have been willingly and cheerfully borne, by every class, for a period of nearly six weeks.

From the 12th of December, when the boats proceeded to the attack of the enemy's gun-vessels, to the present time, but very few of the officers or men have ever slept one night on board their ships.

The whole of the army, with the principal part of its provisions, its stores, artillery, ammunition, and the numerous necessary appendages, have been all transported from the shipping to the head of the Bayon, a distance of seventy miles, chiefly in open boats, and are now re-embarking by the same process. The hardships, therefore, which the boats' crews have undergone, from their being kept day and night continually passing and repassing in the most changeable and severe weather, have rarely been equalled; and it has been highly honourable to both services, and most

gratifying to myself, to observe the emulation and unanimity which has pervaded the whole.

Rear-admiral Malcolm superintended the disembarkation of the army, and the various services performed by the boats; and it is a duty that I fulfil with much pleasure, assuring their Lordships that his zeal and exertions upon every occasion could not be surpassed by any one. I beg leave also to offer my testimony to the unwearied and cheerful assistance afforded to the rear-admiral by Captains Sir Thomas M. Hardy, Dashwood, and Gordon, and the several captains and other officers. Rear-admiral Codrington accompanied me throughout this service; and I feel much indebted for his able advice and assistance.

Captain Sir Thomas Troubridge, and the officers and seamen attached under his command, to the army, have conducted themselves much to the satisfaction of the generals commanding. Sir Thomas Troubridge speaks in the highest terms of the captains and other officers employed under him, as named in his letter (a copy of which is enclosed), reporting their services. He particularly mentions Captain Money, of the Trave, who, I am much concerned to say, had both bones of his leg broken by a musket-shot, advancing under a heavy fire to the attack of a battery that was afterwards carried. The conduct of Captain Money at Washington and near Baltimore, where he was employed with the army, having before occasioned my noticing him to their Lordships, I beg leave now to recommend him most strongly to their protection. The wound that he has received not affording him any probability of his being able to return to his duty for a considerable time, I have given him leave of absence to go to England; and shall intrust to him my despatches.

I have not yet received any official report from the captain of the Nymphe, which ship, with the vessels named in the margin,* were sent into the Mississippi to create a diversion in that quarter.

The bombs have been for some days past throwing shells into Fort Placquemain, but I fear without much effect.—I have sent to recall such of them as are not required for the blockade of the river.

I have, &c.

*Alexander Cochrane,*

Vice-admiral and Commander-in-chief.

*John Wilson Croker, Esq. &c.*

SIR, *Head-Quarters near New Orleans, 12th Jan.* 1815.

The conduct and the exertions of the officers and seamen which you did me the honour to place under my command to serve with the army on shore, having been such as to meet very general approbation, I feel it a duty I owe to them to make such known to you, and to particularize the exertions of Captains Money, Rogers, and Westphall.

I cannot sufficiently express the high sense I entertain of the zeal and activity of Lieutenant Scott, of the Tonnant, and Lieutenant Fletcher, of the Norge, who, on all occasions, have shewn themselves most deserving officers.

Captains Money and Rogers, who were detached across the river, again report the exertion and gallantry of Lieutenant Scott, and also of Mr. Woolcombe, midshipman of H. M. S. Tonnant, who particularly distinguished themselves in leading their men under a heavy fire to the battery that was carried. It is with infinite regret I have to report the severe wound Captain Money received while on this service. To Lieutenants

* Nymphe, Herald, Ætna, Meteor, Thistle, Pigmy.

Wroote, of the Royal Oak, and Franklin, of the Bedford, with the many other officers employed, every praise is due.

I have the honour to be, &c.

*The Hon. Vice-admiral Cochrane, Commander-in-chief, &c.*

*Thomas Troubridge,*
Captain, commanding the Seamen on shore.

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*A List of Vessels captured, recaptured, or destroyed, by the Squadron under the Command of Vice-Admiral the honourable Sir Alexander Cochrane, K.B. Commander in Chief on the North American Station, not before gazetted.*

Ship Fanny, recaptured by the Sceptre, May 12, 1814. American ship Julian, captured by the Borer, August 6, 1814. Bark Annetta Catharina, of 2 guns, 12 men, and 212 tons, captured by the Asia, July 7, 1814. American schooner Nancy, of 47 tons, captured by the Asia, July 19, 1814. American sloop Unity, of 6 men and 50 tons, captured by the Asia, July 24, 1814. American schooner Cromar, of 2 men and 13 tons, captured by the Asia, July 25, 1814. American schooner Trio, of 3 men and 17 tons, captured by the Asia, August 12, 1814. American schooner Perseverance, of 4 men and 24 tons, captured by the Asia, same date. American schooner Hornet, of 65 tons, captured by the Asia, August 23, 1814. American schooner Ex-Bashaw, of 40 tons, captured by the Bulwark; arrived at Halifax in July. English schooner Nelly, of 141 tons, recaptured by the Bulwark; arrived at Halifax in July. American schooner Thorn, of 8 men and 74 tons, captured by the Bulwark; arrived at Halifax in July. Brig Tiger, of 180 tons, recaptured by the Bulwark; arrived at Halifax in July. English ship Amazon, recaptured by the Bulwark, October 22, 1814. American schooner Three Sisters, of 3 men and 79 tons, captured by the Nymphe, May 11, 1814. American schooner Tartar, of 3 men and 10 tons, captured by the Nymphe, June 3, 1814. American sloop Industry, of 3 men and 72 tons, captured by the Nymphe, June 6, 1814. American schooner Bee, captured by the Nymphe, July 5, 1814. American sloop Lark, of 2 men and 70 tons, captured by the Nymphe, July 7, 1814. American schooner Defiance, of 4 men and 26 tons, captured by the Nymphe, August 1, 1814. English ship Caledonia, of 11 men and 282 tons, recaptured by the Nymphe, September 22, 1814. American schooner Delestines, of 5 men and 85 tons, captured by the Tenedos; arrived at Halifax in July. American schooner Antelope, of 4 men and 80 tons, captured by the Tenedos; arrived at Halifax in July. English brig Commerce of 250 tons, recaptured by the Superb; arrived at Halifax in July. American schooner Ranger, of 33 tons, captured by the Superb; arrived at Halifax in July. American schooner Prudence, of 4 men and 17 tons, captured by the Acasta; arrived at Halifax in July. American sloop Diana, of 69 tons, captured by the Acasta; arrived at Halifax in July. American schooner Stephanie, captured by the Acasta, August 2, 1814. American schooner Hazard, captured by the Acasta, same date. American sloop Jane, captured by the Acasta, same date. American sloop Delaware, captured by the Acasta, same date. American schooner, name unknown, captured by the squadron in the Chesapeake, under the orders of Rear-admiral Cockburn, July 19, 1814. American schooner Lewin, captured by ditto, July 20, 1814. American schooner, name unknown, captured by ditto, same date. American schooner Matilda, captured by ditto, July 23, 1814. American schooner Prosperity, captured by ditto, same date. American schooner Union, captured by

ditto, same date. American schooner, name unknown, captured by ditto, same date. American schooner Trimmer, captured by ditto, July 26, 1814. American schooner Felicity, captured by ditto, same date. American schooner Paintin Friend, captured by ditto, same date. American schooner, name unknown, captured by ditto, same date. American schooner, name unknown, captured by ditto, same date. American schooner, name unknown, captured by ditto, same date. American sloop Julian, captured by ditto, July 17, 1814. American schooner Buzi, captured by ditto, July 19, 1814. American schooner Lucretia, captured by ditto, August 3, 1814. American schooner Beggar, captured by ditto, same date. American schooner Lorenzo, captured by ditto, same date. American schooner Active, captured by ditto, same date. American schooner Betsey, captured by ditto, same date. American schooner John, captured by ditto, August 7, 1814. American schooner William, captured by ditto, same date. American schooner Margaret, captured by ditto, same date. American schooner Independence, captured by ditto, July 25, 1814. American schooner Mira, captured by ditto, July 29, 1814. Five American schooners, destroyed by ditto, in Slaughter's Creek, August, 2, 1814. American schooner Little Tom, captured by ditto, same date. English ship Sir A. Ball, of 6 guns, 35 men, and 400 tons, recaptured by the Niemen, July 15, 1814. American brig Enigheten, captured by the Niemen, August 7, 1814. American schooner Tickler, of 6 men and 41 tons, captured by the Niemen, October 4, 1814. Seventeen American schooners and sloops, from 15 to 60 tons, burnt, &c. by the Niemen, between the 9th of May and 4th of October 1814. American sloop Fame, of 3 men and 48 tons, captured by the Spencer; arrived at Halifax in July. Ship Helen, recaptured by the Wasp, August 16, 1814. Brig Charlotte, recaptured by the Wasp, August 31, 1814. Brig Alexander, recaptured by the Wasp, in September 1814. American schooner Good Intent, of 3 men and 26 tons, captured by the Menelaus, August 18, 1814. American schooner, name unknown, captured by the Menelaus, September 5, 1814. Two American sloops, destroyed by the Menelaus, same date. American sloop Eagle, of 3 men and 12 tons, captured by the Havannah, August 30, 1814. American schooner, name unknown, captured by the Havannah, same date. American schooner James, of 3 men and 52 tons, captured by the Lacedemonian, August 8, 1814. American schooner Santee, of 1 man and 44 tons, captured by the Lacedemonian, same date. American sloop Blossom, of 5 men and 23 tons, captured by the Lacedemonian, same date. American sloop Emily, of 1 gun, 9 men, and 67 tons, captured by the Lacedemonian, August 11, 1814. American schooner Dusty Miller, of 8 men and 56 tons, captured by the Lacedemonian, same date. American schooner Polly and Sally, of 7 men and 81 tons, captured by the Lacedemonian, August 14, 1814. American schooner Sally Jasper, of 6 men and 39 tons, captured by the Lacedemonian, same date. American schooner Eliza and Mary, of 1 man and 97 tons, captured by the Lacedemonian, same date. American sloop Abby Ann, of 6 men and 90 tons, captured by the Lacedemonian, same date. American sloop Hester, of 1 man and 67 tons, captured by the Lacedemonian, August 20, 1814. Schooner Santa Anna, of 7 men and 159 tons, from St. Domingo, captured by the Lacedemonian, same date. American schooner Resolution, of 6 men and 70 tons, captured by the Lacedemonian, same date. American packet boat Dolphin, of 11 men, captured by the Lacedemonian, same date. English brig Tamer, of 2 guns, 5 men, and 99 tons, recaptured by the Lacedemonian, August 23, 1814. Ship Betsey, recaptured by the Pylades, September 19, 1814. Brig Favourite, recaptured by the Alban, September 2, 1814. Ship Amelia, recaptured by the Thracian, November, 14, 1814. Schooner Saucy Jack, jun. recaptured by the North Star, same date.

APRIL 15,

*Extract of a Letter from Vice-Admiral Sir Alexander Cochrane, G.C.B. &c. to John Wilson Croker, Esq. dated on board His Majesty's Ship Tonnant, off Mobile Bay, the 14th February* 1815.

It being the intention of Major-General Lambert and myself to have attacked Mobile, and finding the entrance into the bay so guarded by Fort Boyer, as to render it unsafe to attempt forcing a passage with the smaller ships of war, the Major-General and myself thought it advisable to attack the fort by land; and on the 7th a detachment of ships, under the command of Captain Ricketts, of the Vengeur, effected a landing of the troops intended for this service about three miles to the eastward of the fort, which was immediately invested, and our trenches, in the course of forty-eight hours, pushed to within pistol-shot of the enemy's works.

The batteries being completed upon the 11th, the fort was summoned, when the officer commanding it, seeing the impossibility of effecting any good by further resistance, agreed to surrender upon the terms proposed to him by Major-General Lambert (a copy of the capitulation is enclosed), and on the following day the garrison, consisting of about three hundred and sixty-six soldiers of the enemy's 2d. regiment of infantry and artillery, marched out and grounded their arms, and were embarked on board the ships of the squadron.

The fort was found to be in a complete state of repair, having twenty-two guns mounted, and being amply provided with ammunition. To Captain Ricketts, and to the Honourable Captain Spencer, who commanded the seamen landed with the army, I am indebted for their zeal and exertions in landing and transporting the cannon and supplies, by which the fort was so speedily reduced.

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ARTICLES *of* CAPITULATION *agreed upon between Lieutenant-Colonel Lawrence and Major-General Lambert, for the Surrender of Fort Boyer, on Mobile-Point.*

*February* 11, 1815.

Art. I. That the fort shall be surrendered to the army of His Britannic Majesty in its existing state as to the works, ordnance, ammunition, and every species of military store.

II. That the garrison shall be considered as prisoners of war; the troops to march out with their colours flying and drums beating, and ground their arms on the glacis, the officers retaining their swords; and the whole to be embarked in such ships as the British naval Commander in Chief shall appoint.

III. All private property to be respected.

IV. That a communication shall be made of the same immediately to the commanding officer of the 7th military district of the United States, and every endeavour made to effect an early exchange of prisoners.

V. That the garrison of the United States remain in the Fort, until twelve o'clock to morrow, a British guard being put in possession of the inner gate at three o'clock to-day, the body of the guard remaining on

the glacis, and that the British flag be hoisted at the same time; an officer of each service remaining at the head-quarters of each Commander, until the fulfilment of these articles.

Agreed, on the part of the Royal Navy.

*T. R. Rickets,*

Captain of His Majesty's Ship Vengeur.

*H. G. Smith,*

Major and Military Secretary.

*R. Chamberlain,*

Captain of the 2d. Regiment United States Infantry.

Approved,

*Alexander Cochrane,*

Commander in Chief of His Majesty's Ships, &c.

*John Lambert,*

Major-Gen. commanding.

*W. Lawrence,*

Lieut.-Colonel 2d. Infantry, commanding.

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*An Account of American Vessels captured, &c. by His Majesty's Ships and Vessels under the Command of Sir Philip Charles Durham, K.C.B. Rear-Admiral of the Red, and Commander in Chief on the Leeward Island Station, not before gazetted.*

Ship Invincible, of 16 guns, 60 men, and 362 tons, captured by the Armide (Endymion and Pique in company), August 16, 1814. Schooner Earl, of 5 men and 70 tons, captured by the Fairy, August 21, 1814. Schooner, name unknown, picked up at sea by the Barbadoes, September 9, 1814. Schooner Commodore Decatur, of 7 men and 67 tons, captured by the Barbadoes, October 6, 1814. Schooner Commodore Decatur, captured by the Fairy, October 30, 1814. Schooner Clio, of 6 men and 36 tons, captured by the Barrossa, November 13, 1814. Schooner High Flyer, of 1 gun, 17 men, and 135 tons, captured by the Barrossa, November 14, 1814. Schooner Dolphin, of 1 gun, 20 men, and 62 tons, captured by the Columbia, December 4, 1814. Schooner Hero, of 1 gun, 9 men, and 120 tons, captured by the Pique, December 10, 1814. Schooner Gallant Hull, of 10 men and 79 tons, captured by the Barrossa and Barbadoes, December 26, 1814. Schooner Mary, of 2 guns, 13 men, and 136 tons, captured by the Pique, January 15, 1815. Schooner Whalebone, of 12 men and 128 tons, captured by the Espiegle, January 25, 1815.

*P. C. Durham,*

Rear-Admiral, and Commander in Chief.

## Promotions and Appointments.

### Admirals appointed.

Admiral Lord Keith is appointed to the command of the Channel fleet to be assembled at Plymouth.

Rear-Admiral Griffiths, to be Commander in Chief on the Halifax Station.

Sir Benjamin Hallowell, to command between Capes St. Vincent and Finisterre.

Rear Admiral John Scott, to the Downs Station.

Rear-Admiral Sir Thomas Byam Martin, to command in the Scheld.

### Captains, &c. appointed.

Edward P. Brenton, to be Flag-Captain to Sir Benjamin Hallowell, in the Royal Sovereign; Hon. R. Spencer, to the Cydnus; Hon. George Crofton, to the Narcissus; James Brisbane, to the Boyne; James Nash, to the St. George; C. Rowley, to the Impregnable, the flag ship of Sir Josias Rowley; F. L. Maitland, to the Bellerophon; Edward Hawker, to the Salisbury; Lord John Hay, to the Opossum; Lillicrap, to the Eurotas; W. P. Cumby, to the Hyperion; Wm. Senhouse, to the Superb; J. Pringle to the Venerable

### Lieutenants, &c. appointed.

S. Burgess, to the Boyne; John L. Bishop, to the Prometheus; William Blachford to the Despatch; G. Blackman, to the Boyne; Wm. Blake, to the Bermuda; F. Brace, to the Pique; John Benson, to the Leven; Charles B. Bayly, to the Penelope; Joseph Brine, to the Berwick; James Brasier, to the Impregnable: Bart. Bonifant, to ditto; Francis A. Calder, to the Tremendous; Frederick Coppin, to the Aboukir; Thomas Cook, to the Heron; Thomas Cooke, to the Erne; A. G. Glugstone, to the Cherokee; George C. Chalmers, to the Montague; John Davis, to the Boyne; Wm. Daniel, to ditto; J. Downie, to the Falcon; Robert Y. M. Darracott, to the Rivoli; Arthur Fanshawe, to the Akbar; Richard Fleming, to the Impregnable; William Farrant, to the Pompée; J. Holman, to the St. George; Thomas E. Hoste, to the Curaçoa; John J. Holford to the Phœnix; Charles Hopkins, to the Despatch; Peter Hodder, to the Leveret; William Hancock, to the Havannah; John Hake, to the Malta; Mich. Hodder, to the Orontes; George Inglis, to the Pique; H. P. Jones, to the Heron; J. J. W. Johnstone, to the Boyne; Alexander Kennedy, to ditto; J. Kennedy, to the Prince; William Keats, to the Bellerophon; H. W. Lewis, to the Ajax; Charles Lufman, to the Berwick; William Luer, to the Favorite; J. Lufman, to the Astrea; John Lechmere, to ditto; Thomas Lee, to the Griper; John Paynter, to the Boyne; R. W. Parsons, to ditto; J. S. W. Johnson, to ditto; George Russel, to the Spartan; James Rennie, to the Redpole; Henry R. Rokeby, to the Orontes; Richard Bluett, to the Impregnable; John H. Stephens, to the Leviathan; A. Freemantle Seeds, to the Furieuse; William Saunders, to the Heron; John Spurway, to the Myrmidon; Henry Sheridan, to the Impregnable; Octavius Vernon, to the Amelia; John Neal (1), to the Scamander; George Francis Wood, to ditto; Tobias Young, to the Snapper.

### Masters appointed.

Mr. Gaze, to be Master of the Mediterranean Fleet.

Mr. John Douglas, to be Master-Attendant at Halifax.

J. B. North, to the Pioneer; R. Clennan, to the Favourite; J. Patrick, to the Tartarus; W. Cole, to the Achates; W. B. Stevenson, to the Euphrates; H. Brooke, to the Papillon; J. Cowan, to the Despatch; R. Jenn, to the Bermuda; R. Pullman, to the St. George; R. Lesby, to the Cadmus; J. Cragg, to the Nimrod; G. Dawson, to the Sparrowhawk; W. Amey, to the Impregnable; J. Lewis, to the Salisbury; S. Vale, to the

Bellerophon; W. White (2), Desirée; J. H. Sparke, to the Pompée; J. Sturrock, to the Royal Sovereign; J. J. H. Lingard, Nautilus; Thomas Mantor, to the Glasgow; W. Hillier, to the Junon; J. Caddy, to the Curaçoa; Thomas Griffith, to be Superintending-Master at Chatham.

List of Midshipmen passed for Lieutenants.

*Sheerness.*—P. Drummond, T. Pope, R. Carter.

*Portsmouth.*—W. J. Cooling, J. H. Jackson, J. Bolton, J. Burn. C. Fitzgerald, J. R. Sullivan.

*Plymouth.*—H. Bolton, J. Sanders, W. Cubbage, J. Bee, A. Lowe, W. Warren, T. Johnson, T. Marshal, C. Puckett, A. S. Symes, T. Broderick.

Pursers, &c. appointed and promoted.

E. S. Stewart, Secretary to Sir Philip Durham, to be Purser of the Pique; J. W. Scotte, Clerke of the Pique, to be Purser of the Dasher; Mr. Brown, late Purser of the Zealous, to the Northumberland; Mr. F. Douglas, late Purser of the Royal George, to the St. George; Mr. Richards, of the Kent, to be Purser of the Impregnable.

Secretaries appointed.

T. Williams, Esq. to be Secretary to Sir Israel Pellew, K.C.B. Captain of the Mediterranean Fleet; Mr. Hamilton, to be Secretary to Admiral Scott; Mr. James Willies, to be Secretary to Sir Josias Rowley; Joseph Grimes, Esq. to be Secretary to Lord Exmouth.

Chaplains, &c. appointed and promoted.

The Lords Commissioners of the Admiralty have been pleased to appoint the Rev. T. Morgan, late Chaplain of H.M.S. San Josef, and many years Secretary to the late Admiral Sir Charles Cotton, Bart. to be Chaplain of the Royal Hospital at Haslar, near Portsmouth.

Rev. J. B. Frowd, to be Chaplain to Lord Exmouth.

Surgeons, &c. appointed.

Dr. Denmark, to be Physician of the Mediterranean Fleet.

Alexander Dewar (1), to the Boyne; J. A. Mercer, to the Griffon; Scott Brown, to the Impregnable; J. R. Gaunt, to the Salisbury; Archibald Blacklock, to the Thames; James Little, to the St. George; Stephen Bowden, to the Endymion; Hugh Walker, to the Hyperion; James M'Beath, to the Despatch; George Proctor, to the Glasgow; Barry O'Meara, to the Bellerophon; Andrew Morrison, to the Andromeda; Charles Skeach, to the Mutine; Pat. Riley, to the Goldfinch; William Macfarlane, to the Crescent; W. S. Thomas, to the Samarang; Obadiah Pines, to the Pompée; John Cochrane, to the Arachne; John Tuttiet, to the Sheldrake; John Cunningham, to the Royal Sovereign; Morgan Price, to the Curaçoa; William Burn, to the Snapper; W. S. Thomas, to the Mastiff; S. L. Doolan, to the Nimrod; Thomas Millar, to the Forth; J. F. Legge, to the Curaçoa, *vice* Price; John M'Lean, to the Plumper; John M'Leod, to the Ville de Paris; J. E. Risk, to the San Josef.

Assistant-Surgeons appointed.

John Crockatt, to the Tartarus; John M'Arthur, to the Euphrates; Griffith Griffiths, to the York; Thomas Williams, to the St. George; Alexander Milne, to the Bellerophon; P. M'Ternan, to the Junon; Thomas Robertson, to the Hyacinth; Alexander Thompson, to the Boyne; W. J. Hunter, to the Impregnable; James Smith, to the St. George; Charles Kennedy, to the Salisbury; James Smith and Peter Fairbairne, to the Superb; John Glencorse, to the Salisbury; Hugh M'Cann, to the Sussex; Caleb Emmerson, to the Contest; James Lindsay, to the Impregnable.

## BIRTHS.

Lately, at Plymouth Dock, the lady of John Martin, Esq. of H.M.S. Amphion, of a son.

On the 22d of April, at the Admiralty, the lady of J. Osborne, Esq. one of the Lords of the Admiralty, of a still-born child.

On the 23d of April, in Great Queen-street, the lady of Captain Maude, R.N.

On the 23d of April, in Manchester-street, Manchester-square, the lady of Captain Charles Hawkey, R.N. of a daughter.

## MARRIAGES.

Lately, at Teignmouth, Captain R. Williams, R.N. to Miss Whitmore, only daughter of W. Whitmore, of Dodmaston, Suffolk, Esq.

Lately, at Plymouth, Captain John Price, R.N. to Miss Alice Bridgman, of that town.

Lately, at St. Clement Danes, Captain Davie, R.N. to Miss Jemima Tappen, of Norfolk-street.

Lately, at Lambeth Church, Lieutenant George Harris, R.N. to Miss Rundle, of Moon-place, Lambeth.

Lately, J. C. Hyde, Esq. to Maria, eldest daughter of the late Captain John Maude, R.N.

Lately, Lieut. E. Stephens, R.N. to Miss Jane Comben, of West Cowes.

Lately, at Yarmouth, Norfolk, Captain Travers, R.N. to Ann, the eldest daughter of William Steward, Esq,

Lately, at St. Leonard's, Shoreditch, David Thomas Nightingale, lieutenant R.N. to Miss Glode, of Aske-terrace, City-road.

Lately, at Bath, Walter Edward Grant, Esq. R.N. to Caroline, third daughter of Mrs. Price, of St. Austle, Cornwall.

Lately, Lieutenant Beckitt, R.N. to Miss Harding, of Union-street, Portsea.

Lately, at Calcutta, Captain J. A. Briggs, of the Hon. East India Company's service, to Miss Mouat, daughter of Capt. S. P. Mouat, R.N.

On the 18th of February, at Plymouth, Rev. William Atkinson, to Miss Eleanor Miller, daughter of Thomas Miller, Esq. agent victualler at Plymouth.

On the 21st of February, at St. Clement Danes, Captain Pipon, of the 7th, or Queen's Own, dragoons, to Ann, only daughter of the late Admiral Ommanney.

On the 2d of March, at St. George's, Hanover-square, Edmund Hawke Lockyer, Esq. late secretary to Lord Exmouth, and son of the late gallant Captain Lockyer, lieutenant-governor of Greenwich Hospital, to Ellen, daughter of the late Rev. Joseph Bourchier, vicar of Epsom.

On the 11th of March, at Acton, near Birmingham, Captain James Prickard, R.N. to Jane, only daughter of the Rev. Benjamin Spencer, LL.D. vicar of Arton.

On the 28th of March, at Finsbury, Captain John Parish, R.N. to Miss Craig, only daughter of the late John Craig, Esq of that place.

On the 11th of April, Captain Lord Edward O'Bryen, R.N. brother to the Marquis of Thomond, to Gertrude Grace, second daughter of Paul Cobb Methuen, Esq. of Corsham House, in Wiltshire.

## DEATHS.

Lately, at Dover, of an apoplectic fit, Captain T. Perkins, R.N.

Lately, on the American station, Lieutenant Victor, of H.M.S. Majestic.

Lately, at Jamaica, deeply lamented by his numerous friends, Captain Frederick Langford, of H.M.S. Cydnus.

Lately, at Plymouth, Mr. Peter Peterson, one of the senior masters of the R.N.

Lately, at Dorchester, the wife of Captain H. Barwell, R.N.

Lately, at Henley-on-Thames, Captain R. Piercy, R.N.

Lately, at Taunton, Mrs. Hart, relict of the late Admiral Hart.

Lately, of a wound received in action with the Princess Charlotte packet, Lieutenant George Stewart, of H.M. sloop Harlequin; which vessel attacked the packet in the night, mistaking her for an American privateer. The packet was nobly defended, and it was not till several were wounded on both sides that the error was discovered.

Lately, at St. Ube's, near Lisbon, of a decline, Jane, second daughter of the late Vice-admiral Sir Charles Thompson.

Lately, at Otterburne, near Winchester, Mr. Gill, father of Captain Charles Gill, R.N.

Lately was drowned, by the melancholy accident of H.M.'s sloop Sylph being wrecked on Long Island, American Coast, Captain George Dickins, Lieutenants George Burt and H. S. Marsham, Mr. James Still, surgeon, and Mr. Thomas Atwell, master of that sloop.

Lately, at Cork, Mr. Kirby, master R.N. commanding H.M.'s storeship the Cormorant.

In December last, Mrs. Strickland, wife of T. Strickland, Esq. master shipwright at Kingston, Upper Canada, aged 27 years.

On the 17th of January, off Long Island, Mr. Ferris Willoughby, brother of Captain N. J. Willoughby, R.N.: he was drowned in the Sylph.

On the 20th of February, at Marseilles, Mrs. Fielding, daughter of Lady Charlotte Finch, sister to the Earl of Winchelsea, and widow of the late Captain Charles Fielding, R.N.

On the 23d of February, at Bath, at an advanced age, Mrs. Sawyer, relict of the late Admiral Sawyer, and mother of Vice-admiral Sir Herbert Sawyer, commander-in-chief at Cork.

On the 16th of March, at Ryde, Isle of Wight, Mrs. Wood, sister of Captain Sir James Athol Wood, R.N.

On the 20th of March, after a long illness, Mr. Joseph Hayter, purser R.N.

On the 31st of March, at Walworth, Mrs. Richardson, widow of Mr. Richardson, late dispenser of Haslar Hospital, and sister of Captain Raggett, of H.M.S. Spencer.

On the 7th of April, at Blackheath, Captain T. C. Munn, R.N.

On the 8th of April, at Emsworth, Captain Howe, R.M.

On the 11th of April, at Ivy-bridge, Mrs. Campbell, wife of Captain Donald Campbell, R.N. and daughter of the late Sir Charles Douglas, Bart.

# Thomas Mackenzie Esq.r
## Rear Admiral of the Blue Squadron.

London, Published 31, May 1815. by J. Gold, Naval Chronicle Office. 103, Shoe Lane.

BIOGRAPHICAL MEMOIR

OF THE LATE

# THOMAS MACKENZIE, Esq.

REAR-ADMIRAL OF THE BLUE.

" ——— Your dishonour
Mangles true judgment, and bereaves the state
Of that integrity which should become it;
Not having the power to do the good it would,
For the ill which doth control it."———SHAKSPEARE.

THE gentleman whose public services we are now to record, was an instance, among many others, to prove, that fortune does not always favour the brave—that from untoward accidents, or personal enmities, or official indifference to unpresuming merit, it does not always meet its due reward—and that the consciousness of desert in an ingenuous mind serves but to aggravate the mortification of disappointment, and render doubly poignant the sense of its undue neglect.

Mr. Mackenzie was the son of the late Admiral George Mackenzie, who was the much-esteemed friend of the late Admiral Barrington,* and was made post captain in command of the Inverness frigate, on the 24th January, 1747. In the year 1752 he commanded the Fowey, of 24 guns. War being recommenced between Great Britain and France, he was, about the year 1757, appointed to command the Sunderland, of 60 guns; from which ship he was removed, in the year 1760, to the command of the Renown, on the West India station, and in the following year to that of the Glasgow, and thence promoted to the command of the Defiance, of 60 guns, in which he distinguished himself under Sir George Pococke,† in the memorable expedition against the Havannah,‡ which put into the possession of the captors, in silver and merchandise, three millions sterling, an immense quantity of arms,

* For portrait and memoir, *vide* N.C. Vol. IV. p. 169.

† For portrait and memoir of this gentleman, *vide* N.C. Vol. VII. p. 441.

‡ *Vide* N.C. Vol. VIII. p. 455.

artillery, and military stores, nine ships of the line, and four frigates. In the course of this expedition, Captain Mackenzie attacked and brought out of Port Mariel harbour, two Spanish frigates, the Venganza, of 26 guns, and the Marte, of 18. In the year 1766, he was captain of the Cornwall, guard-ship at Plymouth; and in 1768, commanded the Arrogant, on the same service there. In the year 1770, he succeeded Mr. Forrest, as commodore and commander-in-chief on the Jamaica station. On his return he was appointed to command in the Medway, and hoisted his broad pendant on board the Ardent; and in 1775 he shifted it on board the Ramillies. In the month of May, 1777, he was promoted to the rank of rear-admiral of the blue; in January the following year, to that of rear-admiral of the white; in 1799 he was advanced vice-admiral of the blue; and on the 26th September, 1780, he was promoted vice-admiral of the white, in which year he died.

Thus considering his father's services with his own, Mr. Mackenzie may be said to have had a two-fold claim to his country's gratitude—in other words, to the notice of those to whom were committed the charge of evincing it. The gratitude of the British nation is always alive to the compensation of its brave defenders, and although it is the duty of those who are to realize it, not to be prodigal of the means entrusted to their husbandry—we are advocates for the principle that mere length of service has a strong claim to notice even where circumstances have not been favourable to a display of that courage and noble daring which have conferred immortality on the names of a Nelson, Howe, Duncan, St. Vincent, and the long catalogue of worthies that adorn the Naval history of Britain within the limits of the late wars.

Mr. Mackenzie's first entrance into the naval service, was with the late Admiral Cosby, then captain of the Montreal. In the year 1771, he sailed to Jamaica, his father being at that time appointed to command a squadron, with the rank of commodore, on that station. Soon after his arrival he was made lieutenant, and appointed to the Tryal sloop.

Great discontent had arisen in the American colonies at this time, on the subject of taxation by the mother country, and strong resolutions had passed for maintaining the sole right of taxing themselves; alarm was prevalent, and both in Britain and

America, consequent preparations were made on both sides to assert with energy their respective claims. Concessions had been advanced on the part of Britain—but the spirit of rebellion is never moderate, never placable. The question has been too long decided to render necessary now any discussion of the right. The maturity of a nation, like that of an individual, has certainly natural claims to independence; but on the other hand, there is a principle of gratitude due to the parent nation, the mother country, which time cannot justly destroy, and which is as decidedly vicious and unnatural in its existence, as is that of the child, who would aid the hand of foreign enmity, or uplift its own, to stab the parent breast that nurtured it.

Hostile preparations were made, but the peace was not yet broken, and a state of peace can afford but little scope for action to a naval officer—he brought the Tryal sloop to England, and was paid off.

Mr. Mackenzie was shortly after ordered to join the Hunter sloop on the Galway station, on which, with the exception of occasional returns to Plymouth to refit, he continued till the commencement of hostilities with America, when, to the great regret of many families in that part of Ireland, whose friendship and esteem he had, by his conciliating manners, gained in a very great degree, he was ordered to Boston with despatches.

It is somewhat singular, that the first battle of this important war took place in the neighbourhood of a town called *Concord*. To this action shortly after succeeded the more memorable one of Bunker's Hill, on the night after which, Mr. Mackenzie arrived at Boston, and having executed his mission, returned to England, and was soon after ordered with a convoy to Quebec. We are not acquainted with the precise period of his being advanced to the rank of commander; but it is in this rank that we are now to consider him.

On his arrival at Quebec, Captain Mackenzie was appointed to the command of a party of seamen on shore, under Captain Hamilton, afterwards Sir John Hamilton, father of Sir Charles and Sir Edward Hamilton;* and on this land service he greatly distinguished himself, evincing a laudable anxiety for the success of

* For portrait and memoir of this gentleman, *vide* N.C. Vol. V. p. 1.

the expedition he was engaged in, and the utmost patience and perseverance under the fatigues it imposed on him. His meritorious conduct on this occasion procured him the acknowledged friendship and esteem of Sir Guy Carleton, afterwards Lord Dorchester, Colonel Maclean, and all the officers of the garrison; nor were the people of Quebec less sensible of his services, or attached to him by his gentlemanly behaviour. As a reward for their respective services, Captain Hamilton was knighted, and Captain Mackenzie was advanced to post rank, and appointed to the Lizard, in which ship, after the relief of the garrison, he again returned to England.

It was, however, only to receive fresh orders for his departure. He sailed again in the Lizard for America, in various parts of which, and in the West Indies, in company with Captain, now Commissioner, Fanshawe, and Captain Keith Elphinstone, now Lord Keith,* he was employed cruising against the enemy, with an activity of pursuit that procured him the repeated thanks of Lord Howe.

The Lizard being much in want of repair, had been ordered to England, and Captain Mackenzie being averse to a state of inaction, as being neither suitable with his inclination as a man, nor his views of advancement as an officer, exchanged with the late Captain C. Phipps, into the Ariel, a less ship, but which he preferred, as a means of pursuing his course on the scene of action, to a return home, where so much time must inevitably be lost.

During their cruise off St. Augustine, the three frigates, Carresford, Perseus, and Ariel, were very successful; but the intention of the orders given them by Lord Howe,† not being clearly understood, they were under the mortifying necessity of destroying a great many of their prizes, to avoid weakening their ship's company, by sending them into port.

The diligence and zeal that characterized the services of Captain Mackenzie, were expressly and gratefully acknowledged by Lord Howe, and an instance occurred which rendered him more personally his debtor, in preventing his Lordship's capture by some American gun-boats, when in his barge in the Delaware.

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* For portrait and memoir of his Lordship, *vide* N. C. Vol. X. p. 1.

† For portrait and memoir of Lord Howe, *vide* N. C. Vol. I. p. 1.

Notwithstanding the activity of the British navy in America, and the captures and conquests resulting from it, the balance of advantage was evidently inclining to the American cause, and this advantage was materially effected by the great superiority of the French navy, which was now thrown into the scale of American strength, under Count D'Estaing, who, from a flattering course of success, and a great portion of innate vanity, had conceived in himself a confidence of power to subdue all opposition, wherever it might be presented. Having captured the islands of St. Vincent and Grenada, and settled the government of his new acquisitions, he paraded for a time within sight of St. Christopher's, whither Admiral Byron had withdrawn, after a warm but undecisive action, and proceeded to Cape François, in Hispaniola.

On arriving here, he received letters from the French consul at Charlestown, and from the governor of Carolina, informing him that General Prevost had lately threatened an attack upon it—pointing out the advantages that might result from his visiting the American coast, and co-operating with General Lincoln in the recovery of Georgia, during the hurricane months in the West Indies.

Flushed with the prospect of becoming the saviour of the southern colonies, he determined to accede to this proposal, and afterwards to attack, in conjunction with Washington, the British force at new York, by sea and land at the same time, and by a kind of Bobadilian reckoning, having reduced the island and its dependencies, and destroyed the opposing fleet and army, to bring the war to a decided conclusion.

In pursuance of these projects, he set sail for Georgia, and unexpectedly arrived on the coast. Captain Mackenzie was at this time cruising in the Ariel, off Charlestown bar, when she fell in with L'Amazone French frigate, belonging to the fleet of Count D'Estaing, she carried 36 guns, and was commanded by M. La Perouse, the late celebrated and unfortunate circumnavigator—the Ariel mounted only 20 guns ; when, after a severe action of one hour and a quarter, she was compelled to surrender to the superior force of the French frigate, every mast being carried away, and her side beat completely open. The following is Captain Mackenzie's official letter to the Admiralty, which was never

published, nor could Captain Mackenzie ever learn the reason of its being omitted in the gazette:*—

*Copy of a Letter to the Lords Commissioners, of the Ariel's Action.*

" SIR, *On his Majesty's Service, Feb.* 4, 1780.

" You will be pleased to acquaint their Lordships, that his Majesty's late ship the Ariel, under my command, was taken on the 10th of September, 1779, by a French frigate, of 36 guns, L'Amazone, off Charlestown, South Carolina, the light-house bearing N.N.E. 10 or 12 leagues.—At daylight we made towards each other, and at 8 o'clock A.M. I perceived her to be a French frigate, with two brigantines in company, which at that time I imagined to be rebel privateers from Charlestown; when I plainly perceived her to be of far superior force, and being uncertain what the other two sail were, I bore away for Port Royal, with an intention to get into that port; but finding the frigate sailed much better than the Ariel, and that the two brigantines kept their wind, I concluded they were part of a convoy, which they proved afterwards to be. The frigate still gaining on the Ariel so much, as to appear evident we must come to action in a short time, I judged it better to shorten sail, and wait his coming up with propriety. At 50 minutes after 9 A.M. the action began, and continued till 7 minutes after 11: during that time the mizen-mast was shot away, and the foremast so badly wounded, that I expected it to fall every instant; the sails and rigging were so much cut, that the ship was left without the means of manœuvering, which obliged me to surrender to my adversary; yet I had the satisfaction of seeing her carried into port (as the foremast went by the board just after I had surrendered) totally dismasted. The master and 24 men were killed and wounded, as you will perceive by the return enclosed; by the enemy's account, they had 13 killed and 26 wounded. I have every mark of thanks to my officers and men, for their conduct and bravery during the action.

" I have the honour to be, Sir,

" Your most obedient humble servant,

*Philip Stevens, Esq.* *T. Mackenzie.*"

Captain Mackenzie remained a prisoner on board L'Amazone until the middle of December; and was thus situated when the Experiment, of 50 guns, commanded by the late Sir James Wallace, was captured by the squadron. The Experiment had been sent from New York, with two store-ships under her convoy,

* This is not a solitary instance of such neglect, but which is, probably, as often the result of accident as design; and we are the more inclined to this opinion, from the evidence of the letters themselves which in many similar instances have come into our hands, containing nothing that can afford a shadow of reason for supposing them withholden intentionally.—ED.

and though previously dismasted in a storm, made a very gallant, though unavailing, resistance.

Captain Mackenzie had so gained the esteem of the captain of L'Amazone, M. La Perouse, that he was allowed the command of one of his own cutters, and her crew, to go where he pleased during the time he was a prisoner; and standing so high in favour, he was enabled to ameliorate the situation of Sir James Wallace, and also of his Lady, who was on board at the time the ship was captured.

On the ninth of September, Count D'Estaing anchored off the mouth of the Savannah, and in a haughty summons to General Prevost, demanded his immediate surrender to the conquerors of Grenada. In answer, the general requested a truce for twenty-four hours, to deliberate on the message, which being granted, he industriously employed it in putting the place in the best possible posture of defence, with the hope of being joined by a considerable part of his forces, left under Colonel Maitland, on the island of Port Royal, after his retreat from Charlestown.

The hopes of General Prevost were most seasonably realized before the expiration of the truce, and a spirited answer was made to the summons of D'Estaing, informing him, that the garrison were determined to defend themselves to the last man. On the signal gun being fired for the recommencement of hostilities, the sailors, who had been drawn from the shipping in the river to construct and man the batteries, expressed their usual ardour, by giving three loud cheers. D'Estaing being joined by General Lincoln, the siege commenced, and General Prevost, assisted by the masterly exertions of Captain Moncrieff, the chief engineer, sustained it with great vigour.

The combined French and American armies amounted to more than ten thousand men: the whole force in Savannah did not exceed the fourth part of that number—but the skill, courage, and perseverance of the besieged compensated the disparity.

On the morning of the 4th of October, 1779, the batteries of the besiegers opened with a discharge from fifty-three pieces of heavy cannon and fourteen mortars. General Prevost now requested that the women and children might be permitted to leave the town, and embark on board vessels in the river, which should be placed under the protection of the Count D'Estaing, and wait

the issue of the siege. But this proposal, which the humanity of General Prevost had dictated, was by the enemy rejected with insult. This heavy cannonade was kept up from the fourth till the ninth, but few lives were lost, and little impression made on the defences of the town.

The impatience of the French commander under this unexpected resistance was now at its height, and he determined on a general assault. The assault was made, and after a fierce and desperate contest, the besiegers were every where routed and put to flight, leaving behind them of the French troops, six hundred and thirty seven killed and wounded, and of the Americans, two hundred and sixty-four. The siege was ended. Lincoln made a precipitate retreat to Carolina, and D'Estaing, with the greater part of the fleet, set sail for France.

On their arrival at Cadiz, the late Viscount Noailles, who was in the same frigate in which Captain Mackenzie was a prisoner, and who evinced the most friendly attachment to the captain of the little Ariel, as he used to call him, obtained the King of Spain's order for Captain Mackenzie and his friends either to proceed through Spain and join the Viscount at Paris, or to take the first opportunity of embarking himself and his young friends for England.* Captain Mackenzie chose the latter, and they took their passage in a Dutch ship bound for the Texel; but contrary winds prevailing, the Dutchman landed them at Plymouth on the 29th of December, 1779. They had passed through the combined fleets, and had afterwards fallen in with that of Lord Rodney,† to whom Captain Mackenzie gave the bearings, distance, and latitude in which they had passed them, and on his arrival at Plymouth lost no time in proceeding to London, to communicate the circumstance to the Lords of the Admiralty.

A court martial having been held on Captain Mackenzie for the loss of the Ariel, he was most honourably acquitted; and in the September following, Lord Sandwich, then at the head of the

* Captain Mackenzie had many of his friends' children with him, and in particular a young man of the name of Pringle, to whom he was much attached, who was afterwards blown up in the Duke of Athol East Indiaman, and who had been promoted by his interest to the rank of lieutenant.

† For memoir of Lord Rodney, *vide* N. C. Vol. I. p. 349.—Portrait, Vol. XXV. p. 400.

Admiralty, appointed him to the Active, a new frigate not then launched. Captain Mackenzie having attended the launching of the frigate, fitted her out at Portsmouth, and on the commencement of hostilities by the Dutch in 1780, he was attached to a squadron which sailed under orders from Sir Thomas Pye, then port-admiral at Portsmouth.

Although Captain Mackenzie was not present at the capture of any vessels, he shared with the squadron, under an agreement which Captain Elphinstone had made, and to which Captain Mackenzie had acceded, that all prizes taken by any of the squadron should be shared by all.

To Captain Keith Elphinstone and the late Admiral Digby, Captain Mackenzie was indebted for an introduction to his Royal Highness the Duke of Clarence, which procured him the favour of that illustrious personage, and repeated assurances, that, if he had it in his power, he would effect his advancement; but at that period his Royal Highness's interest was but small; and the admiral did not live to avail himself of his Royal Highness's present influence, or it is more than probable his wishes would have been realized.*

Captain Mackenzie returned to Spithead from his cruise in the Channel, and on the 13th of March, 1781, sailed with the squadron under Commodore Johnstone, and being separated from the fleet in company with the Jason, fell in with and captured the Heldwoltermedt, a Dutch East Indiaman,† which led to the subsequent capture of those by Commodore Johnstone.

The Heldwoltermedt was richly laden for the India market, and left the Texel with a cargo valued at 180,000*l.* and if suffered to proceed to her destined market, under convoy of the Active, would have turned out a valuable prize; but, exclusive of the bullion found in her, amounting to 45,000*l.*, by her return to

* His widow has received, since the Admiral's death, letters from his Royal Highness, expressive of his great regard for the late Admiral, and lamenting his want of power to obtain a more suitable provision for her.

† When Captain Mackenzie engaged the Heldwoltermedt, it was his firm belief that she was a two-decker; and under this impression he gallantly closed with her, without any possibility of receiving assistance, but from the Lark cutter.

Plymouth, detention there, and her cargo perishable, she netted very little to the captors.

The squadron to which Captain Mackenzie was attached under Commodore Johnstone, was destined to attempt the capture of the Cape of Good Hope. But the French Court, aware of the inability of the States-General to protect their foreign settlements, had sent M. Suffrein, with a superior force, to counteract the designs of the English.

At Porto Prayo, in the island of St. Jago, the two squadrons met, and although the neutrality of the Portuguese flag might have been thought a sufficient protection from any hostile attack, the French admiral, conscious of his superiority of force, and perceiving the ships of the British squadron dispersed in the harbour, did not scruple to violate the neutrality, by attacking the English. Notwithstanding the disadvantages of inferiority of numbers, situation, and surprise, the valour of the British repelled the attack, and the French were beaten off; but M. Suffrein having proceeded immediately to the Cape, arrived time enough to secure the settlement from any effectual attempt by the British squadron.

The main object of Commodore Johnstone's expedition was thus defeated. He had, however, captured five Dutch East Indiamen, of considerable value, in Saldanha Bay, and he ordered a part of his squadron, of which number was the Active, with a convoy of transports and merchant ships destined for the East Indies, to proceed thither, and returned with the remainder, and the Dutch prizes, to England.

Captain Mackenzie arrived in India in October, 1781, and, with the rest of the squadron, put himself under the orders of Sir Edward Hughes,* then commander-in-chief in India; and in the successive commands of the Active and Magnanime, rendered himself conspicuous in all the services in that quarter: he assisted in the blockade of Hyder Ally's ports on the Malabar coast, and in the destruction of his shipping at Calicut and Mangalore.

Before the close of the year, the Dutch fort of Negapatam, in the Tanjore country, the garrison of which had been reinforced

* For portrait and memoir of Sir Edward Hughes, *vide* N. C. Vol. IX. p. 85.

by two thousand three hundred of Hyder's troops, was attacked by a joint operation of the British naval and military forces, and on this occasion the command of the seamen was assigned to Captain Mackenzie, under Sir Hector Munro. This was the second instance of his commanding on shore, and both times successfully.

Early in January, 1782, the attack and capture of Trincomale, in the island of Ceylon, took place, when, unfortunately, Captain Mackenzie was absent; an absence which caused the displeasure of Sir Edward Hughes, and rendered the interference of Lord Macartney, then governor of Fort St. George, necessary in defence of the conduct of Captain Mackenzie.

It appears that the captain had received a representation from the Supreme Council at Calcutta, conceiving that the squadron, of which the Active was a part, had been sent into those seas for the express purpose of aiding and protecting the interests of the Company, that his presence there was necessary to their relief from the apprehension of famine, their supplies being cut off by a privateer that took all the vessels approaching with provisions, and that a mutiny in the army was expected, from the non-remittance of treasure to pay the troops, and which the Governor and Council of Bengal would supply, if a frigate were sent to insure the safe conveyance of it.

Under such circumstances, Captain Mackenzie acceded to their desire, and on his way the Active unfortunately run on shore on the isle of Maotta, and when she got off the reef, took with her a piece of a coral rock in her bottom, which was not perceived till they arrived at Calcutta. The necessity of repair extended the term of absence, and certain unfriendly and invidious representations being made by those about the commander-in-chief, the conduct of Captain Mackenzie was accordingly censured, and in reply justified by a letter from Lord M'Cartney, of which the following is an extract:—

*Extract of a Letter from Lord Macartney, and the Select Committee of Fort St. George, to Sir Edward Hughes, dated July 24, 1782.*

"We were perfectly satisfied that your disposition did not lead you to misconstrue our intentions, or take our efforts for the public safety in ill part; for in a former similar instance, you did not testify the least dissatisfaction, when, at our request, Captain Ball, of the Nymph frigate, deviated from the orders you had given him; in that instance, indeed, little

delay, and probably no inconvenience, happened. In the case of the Active, much delay has intervened, to the prejudice of the service; but it is a delay not arising from the nature of the business on which she was despatched, but from the state and condition of the vessel, a condition which, if that frigate had been more distant from port, might, it is said, have been fatal to her. It is impossible to assert as a certainty, that if she had not been sent to Bengal, she would have been in existence now: we could not foresee the accident which has detained her so long from the squadron; we did for the best; as you did, Sir, no doubt, when you sent the Nymph to Europe, and the Coventry to Bombay, and the Chaser to protect the Company's trade; though in the event, which then had not taken place, of a hostile fleet in these seas, the presence of your frigates with the squadron would certainly have been highly serviceable."

That this letter was not sufficiently satisfactory to Sir Edward Hughes, may be inferred from his Lordship's renewing the subject in the following letter, written a month after the transmission of the former:—

*Copy of a Letter from the Right Hon. Lord Macartney, to Vice admiral Sir Edward Hughes, Fort St. George, August 24, 1782.*

" DEAR SIR,

" The very short stay which Captain Mackenzie, of the Active frigate, makes here, does not allow me to assemble the Members of the Select Committee, in order to write you for the purpose of deprecating your displeasure, of which we have been entirely the occasion, against that gallant officer; but I flatter myself, that whatever may have been our presumption, or your dissatisfaction against us for it, you will, as to him, be satisfied with our repeated declaration, that " we take upon us all the demerit of the departure of the Active frigate for Bengal, in January last;" for we solicited, in the strongest manner, Captain Mackenzie to deviate, on account of the pressing exigency of our situation, from the orders he had received: we had flattered ourselves, that as the squadron which his Majesty had been pleased to send into these seas, was for the express purpose of protecting the interests of the India Company, you would have been reconciled to a measure which those interests appeared at the time to have essentially required: convinced as you are, that our interference did not proceed from the smallest notion or pretence on our part, of any actual authority to meddle with your command; but merely arose from our conviction of the necessity of the case. We were in danger of a famine, from our supplies of provisions being cut off by a privateer that took all the provision vessels which had sailed from the northward, and stopped the sailing of the remainder. She was too swift a sailer to be caught by the Chaser, which you had already sent for our protection; we were in danger of a mutiny in our army, and in our garrison, for want of pay; we had intimation that the Governor General and Council of Bengal would relieve us by a remittance of treasure, if a frigate were sent for it, to protect it;

from privateers. If ever motives can justify an extraordinary interference on our part, or excuse Captain Mackenzie for yielding to it, the motives of guarding against impending mutiny and famine must be a sufficient justification. This was the fact, as well as the representation we made of it to Captain Mackenzie at the time, as you will perceive by the copy of our letter to him, which I enclose, and in which *we* expressly *took upon ourselves to justify him to you for acceding to the measure, in the fulness of our persuasion, that if you were present, you would entirely approve it.* Nor is it likely that you, the squadron, or the service, would have felt any inconvenience from the adoption of it, if a most unfortunate and unexpected accident had not prevented him from returning to you in the usual time. Captain Mackenzie will, I am persuaded, fully satisfy you as to the causes of his detention, and your well known candour and justice will lead you to separate, in the consideration of his conduct, the consequences of a detention which could not be foreseen, from the mere fact of his yielding to the most urgent solicitations for relieving the public distress, which implied only a short delay in the execution of your orders. Captain Mackenzie, whose bravery and zeal have been distinguished by you, has indeed suffered so much in his own feelings, on being thus unluckily prevented from partaking in actual service under you on the late occasions that have reflected such credit on the squadron and its commander, that he may be considered as having already expiated any fault which in strict discipline may be imputed to him: the commission of a like fault in General Meadows, who deviated from the King's express orders, on hearing of the danger to which this Presidency was exposed, procured for him the thanks and recompence of him whom he disobeyed.

" Captain Mackenzie's actual knowledge of the actual distresses of the same Presidency, and the remonstrance and requisition of its government, will, I trust, effectually operate upon your mind, to prevent his case from forming a contrast with that of General Meadows. Sir Eyre Coote is returned with the army, after having thrown in so much provisions into Vellore as to be in security about it till March next.

" I have the honour to be, dear Sir,

" Your most obedient humble servant,

*Macartney.*"

On the 30th of November, 1782, provisional articles of peace were signed between Great Britain and America, by which she obtained her independence, and we the honour of some splendid victories on the ocean. On the 20th of January, preliminary articles of peace were signed between Great Britain, France, and Spain—with the Dutch, who modestly demanded that we should pay her for her enmity, no pacific agreement could be then effected; but on the 3d of September, the definitive treaties with

France, Spain, and America being signed, preliminaries of peace with the States General were also signed—and, at length, a definitive treaty, giving to them the places they had lost by conquest, with the exception of the town of Negapatnam, on the coast of Coromandel.

Thus terminated this war of Revolution in America, only to beget one in Europe, so formidable in its nature, as to disturb the repose of the world for five-and-twenty years; and of which, at this hour, the end is not yet seen: an awful comment on the policy of the Court of France at that period—an awful warning against the excitement or aid of national rebellion at any period.

On the accession of peace, Captain Mackenzie, who had removed into the Magnanime, returned to England with that part of the fleet which was sent home under the command of Sir Richard King, when his ship being paid off at Plymouth, he remained unemployed.

On a difference with Spain in the year 1790, respecting the British settlement at Nootka Sound, Captain Mackenzie was appointed to command the Powerful, in the naval armament which took place on that occasion; but a convention having been signed at the Escurial, by which the honour of England and the advantage of Spain was secured, hostilities were avoided. The Powerful was shortly after paid off, and Captain Mackenzie again remained unemployed, till he was appointed to the Culloden, on board of which he hoisted his pendant, as one of the fleet that formed the two lines at Spithead during the Dutch business; that alarm having ceased, the ships were ordered to the different ports, and paid off.

At the commencement of the war with France, after repeated applications, both by himself and his friends, to the then First Lord of the Admiralty, the Earl of Chatham, he obtained the command of the Gibraltar (late Phœnix), which had been captured by the gallant Rodney. This ship Captain Mackenzie fitted out at Plymouth, in 1793, but although she had previously been commissioned, and always considered as an 80-gun ship, and a large one of that class, she was now allowed but a complement of men as a 74. As to the quality of his men, there were but few who could heave the lead, still fewer that could steer, and not one hundred that had ever been at sea before—the rest all raw Irish

lads, whose answer to the captains who came to survey them was, when questioned whether they had ever been at sea before—"To be sure we have, Honey, or how could we get here from Cork," with the exception, however, of scarcely one hundred, none had ever before been in his Majesty's navy.

Thus equipped, Captain Mackenzie joined Lord Howe, in Torbay, hoping that a little time would bring his young ship's company into that state of discipline, by which his former ships had ever been distinguished.

In the month of May, 1794, a large American convoy, amounting to one hundred and sixty sail, being expected by the French, laden with the produce of their West India Islands, and conveying a considerable quantity of provisions and naval stores, the Brest fleet, amounting to twenty-six sail of the line, under the command of Rear-admiral Villaret, was ordered to put to sea for its protection. The English admiral, Lord Howe, being also informed of this expected convoy, which was valued at five millions sterling, had proceeded to sea early in the same month to intercept it. The subsequent meeting of the two fleets, and the brilliant victory gained by the British admiral are so well known, and have been so fully related in a former part of the NAVAL CHRONICLE,* that it would be needless to notice it again in this place, otherwise than as connected with the services of Captain Mackenzie. He had been actively engaged in the partial actions of the 28th and 29th of May. On the memorable action of the 1st of June, he was second to Lord Howe, and distinguished his services on that day by the capture of the Northumberland, as acknowledged by the enemy himself; for the sword of her captain having been demanded by another ship's boat, he refused to deliver it; and on the 2d lieutenant of the Gibraltar, Mr. Rouet, now Captain Rouet, getting on board the Northumberland, gave him the sword, saying, "to the Gibraltar alone I surrender, as to her I struck."

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* *Vide* Vol. I. p. 19. Plate representing the action, p. 24. French account, and other particulars, p. 25. View of the prizes taken, p. 154. *Vide* further particulars of this action, Vol. III. p. 31, and Vol. XII p. 106.

But notwithstanding the services of Captain Mackenzie were thus signalized, in Lord Howe's official report of the action, they were totally unnoticed, or rather the person by whom they were effected was not mentioned; the occasion of this silence never has been, and perhaps now never will be made known. That his services in the battle were *bona fide* honourable to himself, is testified by all his officers, and particularly by Captain Marsh, then his 1st lieutenant, as will appear by the following testimonial extracts from that gentleman's letters:—

"We received some shots from a large ship on the evening of the 28th, and the Audacious passed us at the time, which was not to be wondered at, as she was considered one of the best sailing ships, and the Gibraltar one of the worst; my attention was very much taken up in seeing the different orders carried into execution, cheering the men at their quarters, &c. I could not be so observant of particulars; and more than once I was obliged to quit the deck, to enforce the orders, as the noise from the firing prevented them from being distinctly understood below, and the ardour of our men could scarcely be repelled. With respect to the Northumberland, we passed her to stand on for some other of the enemy, that is, as soon as she had hauled down her colours, willing to secure another if we could; but observing the Thunderer to send her boat on board her, we returned to secure her; Mr. Rouet, then 2d lieutenant, was sent on board, with Captain Mackenzie's orders to take possession of her, which he did; the officers declaring, that she had struck to the Gibraltar, and that she was dismasted by the fire from her."

"On that memorable day, I can only account for our suffering less than some of the fleet, our being so near the commander-in-chief, the enemy's fire being principally directed against him. We had been separated from the Queen Charlotte by one of those evolutions which frequently occur in general actions; and were endeavouring to regain our station when we came abreast of a French three-decker which appeared making for the commander-in-chief, we opened our fire on her, and very soon observed one of her lower-masts go by the board; she then immediately bore up, our signal was then flying to come in the admiral's wake: this we did, and were hailed by the Queen Charlotte, but we could not understand what was said, after that we were ordered by signal to secure the enemy. I must beg to remark, that I had been in two general actions before that of the 1st of June, namely, the 9th and 12th of April, besides partial ones in America, and I can declare, that during the whole time the enemy's fleet was in sight, as well as during the actions of the 28th, 29th, and 1st of June, that the then Captain Mackenzie's conduct was both cool and courageous, which I had a full opportunity of seeing, as I was stationed on the quarter-deck with him."

His character as an officer and a man had ever stood high in the opinion of those who knew him best; and it was on that day, particularly, his ardent wish, as by the evidence of all on board it was his strenuous, and not ineffective, endeavour, to render himself essentially serviceable to his country—his reward, however, by the misrepresentation of some unknown enemy, was, obscurity and neglect. All subsequent applications for employment, whether by himself or his friends, were fruitless.

The reason of this neglect was repeatedly requested of the Admiralty Board, that he might clear himself from the charge, whatever it might be; and he complained of the allegation, if any against him, not having been made known; to which the only answer he could obtain from their Lordships was, "had it been so, you may be assured, Admiral Mackenzie, you would not have been included in the promotion which took place in consequence of the action." He lamented to the last hour of his existence, that he had not insisted on an explanation from Lord Howe, to account for his withholding from him that justice in his report, which was due to his character and services.

Admiral Mackenzie having long relied in vain on the flattering promises of a very distinguished character in the navy, lived the latter part of his life secluded from the world. Inwardly disgusted by the duplicity he had experienced, but never losing that suavity of manners which formed a prominent trait in his character, he died of a broken heart, on the 20th of September, 1813, aged 60.

As an officer, he was at all times active and zealous in the service of his country, unbounded in his confidence with those he thought his friends, and equally open and candid in the delivery of his sentiments; and to this liberality of heart, of thought, and expression, it is presumed, the disappointments and distresses of his latter days are chiefly to be attributed. At one period of his life, no one in the service was more generally respected. In his ship he was a strict disciplinarian, not by a system of severity, but by a course of care and kindness to his officers and men, rendering himself at the same time respected as their captain, and beloved as their friend. To the truth of this assertion we have the testimony of a Nobleman now living, who was brought up

under him, as were also many gentlemen now of the first rank in the navy.

The Admiral has left a widow to lament his loss, with the pension* allowed to the widow of a flag-officer.

## NAUTICAL ANECDOTES AND SELECTIONS.

### ENDYMION AND PRESIDENT.

IT appears by the following, that some differences have taken place between the British frigates engaged with the President, as to the honour of having captured her. The Pomone disputes the palm with the Endymion:—

*His Majesty's Frigate Pomone, Bermuda, Jan. 29.*

About an hour before daylight of the 15th inst. two strange sail, a ship and a brig, were discovered on our lee bow, standing to the eastward, under a press of sail, wind N.W. by N. Majestic and Endymion in company; all sail was made in chase by the three ships, and it was soon evident we gained on them. As day dawned, another ship was seen hull down to leeward, and the commodore imagining her also to be an enemy, detached Pomone in chase; we immediately bore right up before the wind, and in three quarters of an hour ascertaining her to be the Tenedos, again hauled up to the E. being by this circumstance thrown seven or eight miles more a-stern of the original chace; however, we soon again began to approach the enemy, as did also the Endymion, who, from the above event, was now far a-head of the Pomone. At one, P.M. we passed the Majestic—President and Endymion at two occasionally exchanging stern and bow guns; the wind began to fall light, and Pomone was yet too far off to render any assistance, but still coming up. At 5. 30. the President bore up, closing with the Endymion, and fired her starboard broadside, which was promptly returned by the Endymion's larboard; a running fight then continued for some

* Termed in the certificate a *charity*. Why should this revolting term be retained in the certificates of widows' pensions? Where can be the necessity of it? So absolutely unnecessary does it appear to us, that we can view it in no other light than as an insult to the feelings of a female, whose mind, replete with proud recollections of her husband's gallantry in his country's cause, may be naturally supposed more exquisitely sensible of such ungrateful humiliation. The word charity in its *apostolic* sense is, indeed, highly dignified; but in its vulgar acceptation, and it certainly in this instance of its use can be no otherwise received, it conveys but the degrading idea of a relief to pauperism!—considering that as a future provision for the support of the widow, the annuity is, if not wholly, in a very great degree, purchased by the husband, the insertion of this disgusting term must appear not only indecorous, but unjust.

time, which gradually slackened, and at half-past eight ceased; the Endymion falling astern—Pomone passing her at half-past nine; and at this time she was observed to fire two guns, which the President returned with one. At eleven, being within gun-shot of the President, who was still steering to the eastward, under a press of sail, with royal, top-gallant, top-mast, and lower studding-sails set, finding how much we out-sailed her, our studding-sails were taken in, and immediately afterwards we luffed to port, and fired our starboard broadside. The enemy *then* also luffed to port, bringing his larboard broadside to bear, which was momentarily expected, as a few minutes previous to our closing her she hoisted a light abaft, which, in night actions, substitutes the ensign: our second broadside was fired, and the President still luffing up, as if intent to lay us on board; we hauled close to port, bracing the yards up, and setting the main-sail; the broadside was again ready to be fired into his bows raking, when she hauled down the light, and we hail'd demanding if she had surrendered—the reply was in the affirmative, and the firing instantly ceased. The Tenedos, who was not more than three miles off, soon afterwards came up, and assisted the Pomone in securing the prize and removing the prisoners. At three quarters past twelve the Endymion came up, and the Majestic at three in the morning.

Of the officers, her first, fourth, and fifth lieutenants, were killed by the Endymion's fire, and Commodore Decatur received a severe contusion in the breast from a split ball; the sailing-master and one midshipman wounded. The number of seamen and marines killed and wounded is not ascertained; but from the firing of the two ships (Endymion and Pomone) must be considerable.

*Commodore Decatur's Deposition taken before the Admiralty Court of St. George's, Bermuda, Jan.* 1815.

The President was taken on the 15th of January inst. for being under American colours. Resistance was made against the Endymion for two hours and a half, after which the Endymion dropt out of the fight. The next ships coming up, two hours and a half after the action with the Endymion, were the Pomone and Tenedos, and to those two ships the President was surrendered. The Pomone had commenced her fire within musket-shot. The Tenedos did not fire at the time of such surrender; the Majestic was in sight also; the Endymion was then out of sight. No other ships besides those named were then seen from the President.

When the Pomone's boats boarded the President, Decatur insisted on having his sword sent to the captain of the black ship (the Endymion) which he had engaged, as he said he struck to her alone—and when he ceased firing, he hoisted his light higher to indicate that he had struck. Notwithstanding all this, in his official despatch he makes assertions of a contrary nature.

THREE HOURS AFTER MARRIAGE.

When Rear-Admiral Cockburn left the Chesapeake, the command devolved on Captain Barrie, of the Dragon, a most worthy and able succes-

sor. Not long since, Captain Barrie sent four schooners laden with wood high on their decks, but containing troops below to intercept the steamboat, with many passengers, between Baltimore and Cambridge, a distance of more than 30 miles from the squadron, and as many from Baltimore. These schooners fell in with, and captured, 24 merchant schooners, and a beautiful passage vessel elegantly fitted up, having 12 young ladies, four elderly ones, and 20 gentlemen, a wedding party, going from Baltimore to a country seat, 40 miles from that city. They were completely taken by surprise, and their astonishment may be better conceived than described, as they were in the very hey-day of pleasure and mirth! This service was performed by that active officer, Lieutenant Pearson, commanding the Retch-up, a little tender to the Dragon. The ladies were treated with the greatest tenderness, and on being brought on board the Dragon, a ball was given them, and the company never having been on board a ship of the line before, were much gratified. In a day or two, they went in a flag of truce to Baltimore, where they published in the newspaper a narrative of their wedding adventures, and paid the highest compliments to our officers for their attention and delicacy.

### FUNERAL OF THE LATE SIR PETER PARKER.

On Sunday morning (the 14th of May), at six o'clock, the remains of the late Sir Peter Parker, Bart. captain of his Majesty's frigate Menelaus, was landed at Westminster stairs, and conveyed to the family vault in St. Margaret's church. This officer met with his death in August last, at the storming of the American camp at Bellair, in Maryland, while heroically leading on a party of seamen and marines against a very superior body of the enemy, whom they routed. In the moment of victory he received a mortal wound, which deprived his profession and his country of one of its brightest ornaments.

Sir Peter had received, in October last, the honours of a public funeral at Bermuda, whither his body had been carried from the Chesapeake in the Hebrus frigate, Captain Palmer, whose desperate action with, and brilliant capture of, the Etoile frigate, are fresh in the public recollection: but it having been subsequently known that it was the wish of Sir Peter Parker, if he fell on service abroad, that he should be brought home for interment with his family, the Hebrus was again intrusted with this melancholy freight. Every attention in the conveyance of the body was shewn in the most handsome manner by the Admiralty. On the arrival of the Hebrus at Portsmouth, she was ordered round to Sheerness, from whence, in the Admiralty yacht, the corpse was brought to Deptford on Saturday evening, attended by Captain Palmer, his officers, and a proportionate body of seamen, where it was received in the dock-yard with appropriate attentions by the officers of government, and at half-past five the next morning the Admiralty barge, with the union jack up, bearing the body on a military bier, resting on a platform surmounted by black feathers, appeared off Westminster stairs, followed by three government barges, with pennants flying, containing the officers and seamen appointed to attend the ceremony; at six the boats drew up to the stairs, when the whole landed,

and being met by the attendants and friends waiting on shore to join the naval procession, they proceeded to St. Margaret's church in the following order:—

Four Mutes,

Plumes of black feathers, with pages to assist;

The Body

On a bier, carried on the shoulders of thirty seamen, preceded by Captain Palmer in full uniform and naval mourning; his lieutenants on each side dressed in the same way, attended by three of Sir Peter's late midshipmen, and his brave lieutenant, Mr. Pearce, who bore off Sir Peter Parker from the field of battle, after he received his mortal wound; his clerk, Mr. Nicholl; the relatives of Sir Peter.

Sir George Dallas, Bart., Mr. Ellis, and Mr. Neville, attended as chief mourners, followed by a numerous assemblage of his friends, among whom we noticed the following distinguished persons:—

Lords Duffrein, F. Bentinck; Admirals Sir John Borlase Warren, the Hon. Henry Blackwood, Bart., George Cockburn, George Hope, Pickmore, Parker, and Nugent; Sir Robert Dallas, Bart., judge of his Majesty's court of Common Pleas; the secretary of the Admiralty, Mr. Croker; the Hon. and Rev. John Blackwood; Post Captains, the Hon. G. Paulett and Campbell; Captains Rowley, Hamilton, Schomberg, Seymour, Talbot, George Byron, Pechell, Whyte, Blackwood, and Edwards, &c. &c. all anxious by their attendance to shew their just respect of this distinguished officer, thus prematurely, but gloriously cut off, in the flower of his life, being only 28 years of age when he fell.

Before reaching the church, they were received and joined by the Rev. Mr. Grooves, who heading the procession, conducted it into the church, where the ceremony was performed in a very impressive manner, and rendered additionally interesting by the novel and affecting sight of 36 British seamen ranged up the centre of the church on both sides of the bier, on which lay the sword and hat of the deceased, surmounted by the colours of the navy. Although at so early an hour, the concourse of the people was very great, but all gave way as the procession advanced, and no interruption was experienced in its approach to the church.

### GALLANT ACTION.

[*From the Bombay Courier, of Saturday, the 18th June* 1814.]

*Extract from the Log-book of the Hannah, Captain M'Quaker, from London and Maderia, for Bombay.*

"*Monday, March* 21, 1814.—*Lat.* 39° 45′ *noon, Long.* 20° 41′ 51″ *E. b. S.*

"At two past noon, saw a strange sail from the deck bearing S. W. courses down, which we had supposed to be at first a schooner: out one reef, fore and mizen topsails, and made all possible sail, steering as per margin, a heavy sea from the eastward, ship pitching deep at times. At

a quarter before one P. M. the main-top-gallant-mast went close by the cap, got a royal-yard and sliding gunter-mast on deck; lashed the main-gallant yard and mast on the top-mast head. Chace, a ship coming up with us very fast, having hoisted a white corret with a red swallow tail inverted at the fore, and having a very suspicious appearance: mustered to quarters and got every thing ready to receive him if an enemy. At half-past one the stranger astern about four miles, and coming up with us very fast. Having got every thing prepared for his reception, and seeing no probability of our escaping by running, and wishing to have day-light for the result whatever it might be, in studding sails, up courses, and stood by at quarters. At half-past two P.M. the stranger hauled up his courses and in studding sails, having no colours (and having every appearance of being a foreign sloop of war) we fired a shot across his bows, and shewed our colours, when he immediately displayed an American ensign and pennant, upon seeing which our people gave three cheers: the stranger now abreast of us within pistol shot, when we commenced the action with great spirit, from which time (half-past two) until half-past five P.M. the action continued without intermission on both sides. At four P.M. we having fired away all our made up cartridges, the men being intent on boarding, filled to close with him, on which he kept away from us. At this time from his manœuvres, his sailing far superior to us, and having got rather upon our bow, and being afraid of his raking and disabling our masts and the great risk run of being taken, and considering the Company's dispatches, as well as several private parcels, to be in great jeopardy of falling into their hands, they, being previously shotted, were committed to the deep. Having by this time got more cartridges filled, and observing the sloop of war to be on fire, overhauled the buntlines of the foresail to close with him, gave him a few smart broadsides, our men at the same time repeatedly cheering, after which he slackened his fire, filling and running from us, we continued our incessant fire of grape, canister, round and double-headed shot, and of musketry from the tops. After the stranger had extinguished his fire he again commenced firing though much slacker than before.

" At half-past five he made all sail, setting studding sails and running from us (our people again cheering), steering from S.E. by S.S.E. we made all sail in chace, and being desirous of its getting dark previous to our altering our course, continued in chace until eight P.M. when we hauled up to the northward, steering as per margin. During the action we shot away his driver boom, main-top-gallant-yard, main-topsail tie, and did him considerable injury in his hull, sails, and rigging. After the action, we found we had sustained the following damages: Several shots between wind and water, one of which stuck in the side, one streak of copper below the gangway; long-boat and cutter both shot through, two shot under the forecastle through and through, having rendered useless the coppers in the larboard galley, heel of the fore-top-mast completely shivered, sails and rigging, both running and standing, completely shot away both fore and aft, particularly the top-mast shrouds; slings of the fore-yard damaged, main-stay, lower fore-cap, and other innumerable injuries. Our mast-head being completely riddled with small shot, and sails (except the fore

and main courses) completely riddled by large and small shot, as well as our top-saides and hen-coops on the poop; these, as far as we can ascertain, and have at present come to our knowledge, are the injuries we have sustained during the action. One man, Mr. John Mills; an acting Officer, severely wounded in the right arm above the wrist, and two men slightly wounded. Whatever the enemy might be, the Officers on board were dressed in proper uniforms and cocked hats, leaving no doubt of her being a United States sloop of war; she was pierced for 22 guns, burden 250 to 300 tons, a most beautiful vessel apparently quite new, painted with a narrow white streak, shewing ports, with a billet head: found by the shot picked up on board that she had been firing shells, as well as cannister shot, containing pieces of cut iron, and the shot through and through our fore-castle were 12-pounders, and double-headed nines.

" P.S. I have only further to add, that the greatest exertion was used by the Officers, as well as passengers and crew, for the defence of the ship Hannah, during our long and severe contest with the enemy, of a force so far superior to ourselves; even the sick men came to their quarters.

(Signed) *A. M'Quaker,*

Commander."

### DISTRESS OF THE CORNWALL.

[*From a Barbadoes Newspaper.*]

We have been furnished by a Gentleman, passenger on board the ship Cornwall, Captain Peat, bound to Jamaica from London, which arrived on Sunday last, with the following particulars of her voyage here, after having lost her rudder in a gale she encountered in the Bay of Biscay. The Cornwall had 200 recruits and 16 officers on board for the different regiments in the West Indies; the whole under the command of Captain Cameron, of the 6th West India regiment.

On the 3d of January, in lat. 45° 18′ she encountered a very severe storm, which encreased in the evening with such violence, as to endanger her safety. During the night the gale still continuing, she unshipped her rudder, which, on disengaging, tore away the helm, stern, and counter, but fortunately did not injure the stern post, or she must have foundered. She was thus rendered a wreck, and became completely unmanageable.

On the following morning the wind abated; but in the afternoon it blew a hurricane, when all on board, amounting to nearly 300 souls, momentarily expected a watery grave. Captain Peat, having foreseen the storm, had fortunately placed the ship in its best possible state; and, during the gale, the exertions of himself and crew are beyond praise.

At the dawn of day on the 5th, the gale subsided, and a gleam of hope succeeded, depending on the friendly assistance of some vessel that we might fall in with, as we had signals of distress flying. About two o'clock a ship hove in sight, and came down to witness this scene of wretchedness. When she came within hail of the Cornwall, the master having observed our loss of the rudder, promised to keep by us. Allowing, however, no further time

for conversation, he unexpectedly shot a-head ; and as the sea was running mountains high, no boat could be sent off to explain the assistance we required: thus, when a prospect of relief was in view, did this monster in the shape of a man make sail from us, and left the miserable to their fate.

After being thus abandoned, it became necessary to devise some method of governing the ship ; a jury-rudder was therefore made by means of a spare fore-top-yard, at the end of which were fixed pieces of square plank, to serve as a paddle, reeved with blocks and tackle, ingeniously contrived by Captain Peat and his carpenter ; this served as a rudder ; and requiring great power to assist in steering, was supplied by the exertions of the soldiers, under the direction of Captain Cameron, who regularly did this duty until the 13th, when it was contrived to work with the wheel of the lost rudder. Considerable delay was occasioned by the repairs this machinery required, and the improvements that were daily discovered, which rendered the working of the vessel more steady ; and by unparalleled assiduity and perseverance, the vessel was safely brought to anchor in Carlisle Bay on the 10th instant."

### GEOGRAPHY OF INDIA.

It has been the source of wonder to all Europe, and particularly to our own countrymen, that we are at this time in almost entire ignorance of the real geographical situation of any of the countries which form the extensive and rich possessions under the East India Company in India ; but, to the shame of Britain be it told, there is not a map to which at this moment any person, anxious to become acquainted with the position of the different provinces and independent States in India, can refer. Much as we have heard of Arcot, Hydrabad, Oude, Guzerat, &c. we are unable from any good maps to trace their situation. It is known that the East India Company have, in the India House, a map of the whole of India, compiled by Major Rennel, and others, at an expense exceeding 100,000*l.* sterling which remains unknown and useless in the East India House.

### PLANTATION OF THE BAMBOO IN IRELAND.

The following letter from the Earl of Moira, was read at the last meeting of the Dublin Society :

" SIR, *Calcutta, April 25*, 1814.

For above 50 years past the bamboo had not produced seed in Bengal ; this year it has seeded perfectly. It would be a plant so extraordinarily useful in Ireland, that I could not omit sending to you a parcel of the seed, put up in such a manner as to give it the best chance of reaching you in an uninjured state. The packet is entrusted to the care of Captain Wilkinson, of the Barrosa, who has engaged to forward it from England. Were there to be only three or four plants raised, which, I think, would in that way have great chance of standing the climate, the tree might be rapidly propagated ; for every cutting from it will grow like those of the willow. The extraordinary swift growth of the bamboo, and the quantity of poles which it produces, must render it a most valuable acquisition. I have the honour, Sir, to be your very obedient and humble servant."

### PLANTATION OF OAK AT FALKLAND'S ISLANDS.

Captain Wallis, of his Majesty's ship Dolphin, Dec. 29, 1766, at Port Fantine, in the Straits of Magellan, put on board the Prince Frederick store-ship, many thousands of young trees, carefully taken up with their roots, and a proper quantity of earth, and sent them to the Commanding Sea Officer at Port Egmont, Falkland's Islands, to be there planted, as there was no wood growing on those islands. In consequence of this, there must now be plenty of trees growing in the vicinity of Port Egmont; and, as these trees will afford shelter for young oaks, it will be advantageous to the British Navy, at a future period, to have forests of oak at Falkland's Islands. Vessels might be sent to Port Egmont to plant acorns; the best of the kind being selected for that purpose. The expense to Government will be small, but the future advantages very great to the British nation.

### THE SHIP'S COOK A GREAT OFFICER.

According to an established form in the navy, when a ship is paid off, no Officer must quit the port, or consider himself discharged, until the pennant is struck, which can be done only by the cook, as the last officer, at sunset; and should he be absent no other person can perform the office, however desirous the officers may be of taking their departure, and although there may not be a single seaman or marine on board. A curious instance of this took place, on the Caledonia's being paid off. When the time arrived for hauling down the pennant, no cook could be found, from which cause the officers were under the necessity of waiting a day or two until he made his appearance.

### ANOTHER ACCOUNT OF THE DESCENDANTS OF THE MUTINEERS OF THE BOUNTY.

The mutiny on board the Bounty took place nearly thirty years since, under Captain, now Rear-admiral Bligh, when on a voyage to carry the bread-fruit tree from Otaheite to the West Indies. The mutineers were unheard of for several years. At length, some accounts represented Christian, the ringleader of them, to be subsisting by piracy; but this was contradicted upon the authority of his family, who knew him to be dead at that time, 1804. By a frigate, which arrived lately from a cruise in the South Seas, the Admiralty have learned the extraordinary fact, that one of the crew is existing upon an island in those seas, which had been hitherto thought uninhabited. He was found there, with a progeny amounting to forty, descendants of the crew, who had obtained companions of the other sex from one of the Otaheitean islands. The name of this man is John Adams. The original number of his companions we have not heard, but Christian was one of them, and a son of his is now alive, whom Adams calls, Thursday October Christian. The English language is spoken among all these demi-English inhabitants, who had been educated by their repentant fathers in the principles of Christianity. Adams said he had seen but one vessel, before the frigate, during the whole of his residence; that was an American, which anchored off the island about six years since.

### PRESENTATION BY THE AMERICAN CHAMBER OF COMMERCE TO LIEUTENANT J. BROWN.

THE American Chamber of Commerce at Liverpool has been pleased to present an elegant silver vase to Lieutenant John Brown, R.N. as a public testimony of their approbation of the conduct of that gentleman in the discharge of the duties of his situation.—The following is the inscription:—"This cup was presented by the Liverpool American Chamber of Commerce, to Lieutenant John Brown, of the royal navy, and agent for transports, as a mark of their respect and approbation, both as a gentleman and an officer, in the assiduous discharge of the duties of his situation."

### CAUSE OF DIFFERENCE BETWEEN THE UNITED STATES AND ALGIERS.

[*From a Boston Paper.*]

*Congress of the United States.*—The Secretary of State, on the 20th ult. transmitted a report respecting our relations with Algiers. He says, "it will appear by the documents accompanying the message of the President to Congress on the 17th of November, 1812, that the Dey of Algiers had, violently and without just cause, obliged the Consul of the United States, and all American citizens then in Algiers, to leave that place, in a manner highly offensive to their country, and injurious to themselves, and in violation of the treaty then subsisting between the two nations. It appears, moreover, that he exacted from the Consul, under pain of immediate imprisonment, a large sum of money, to which he had no claim but what originated in his own injustice. These acts of violence and outrage have been followed by the capture of, at least, one American vessel, and by the seizure of an American citizen on board a neutral vessel. The unfortunate persons thus captured are yet held in captivity, with the exception of two of them, who have been ransomed. Every effort to obtain the release of the others has proved abortive; and there is some reason to believe that they are held by the Dey as a means by which he calculates to extort from the United States a degrading treaty."—The measures to be pursued in consequence of the Algerine violences have not yet reached us. The distinct refusal of tribute, now and for ever, and the maintenance of that ground at the mouths of our cannon is a course the most worthy, and which will be most economical on the whole. The delivery of our captured citizens, and the restoration of our captured and detained property, enforced upon the Algerines, would be among the best means to preserve a just and peaceable conduct in future.

### *President's Confidential Message to the Senate and House of Representatives of the United States.*

Congress will have seen, by the communication from the Consul General of the United States at Algiers, laid before them on the 17th Nov. 1812, the hostile proceedings of the Dey against that Functionary. These have been followed by acts of more overt and direct warfare against the citizens of the United States trading in the Mediterranean, some of whom

are still detained in captivity, notwithstanding the attempts which have been made to ransom them, and are treated with the rigour usual on the coast of Barbary.

The considerations which rendered it unnecessary and unimportant to commence hostile operations on the part of the United States, being now terminated by the peace with Great Britain, which opens the prospect of an active and valuable trade of their citizens within the range of the Algerine cruisers, I recommend to Congress the expediency of an act declaring the existence of a state of war between the United States and the Dey of Algiers; and of such provisions as may be requisite for a vigorous prosecution of it to a successful issue.

*Washington, February* 23, 1815. *James Madison.*

The House of Representatives having removed the injunction of secrecy from the proceedings which have taken place in conclave, it appears that a bill, for the protection of the commerce of the United States against the Algerine cruisers, has passed both Houses of Congress, and now awaits the signature of the President, which it will doubtless receive.*

THE LATE ADMIRAL SIR ERASMUS GOWER, KNT.†

Upon a plain marble tablet, is the following inscription:—

Sacred to the Memory
Of Sir ERASMUS GOWER, Knt.
Admiral of the White:
Interred in the Church Yard of Hambledon,
in Hampshire,
Who,
in domestic life,
was consistent, and affectionate:
In command,
Prompt, indefatigable, and brave;
A patron of merit;
Unbiassed by favour, or connections.
In Society,
Friendly, placid, conciliating;
And
Firm, under long and severe affliction.
He died,
Respected by his friends,
And lamented by the poor;
In the seventy-second year of his age,
And the fifty-eighth of his public services,
June the 21st, 1814.

* *Vide* State Papers, page 389.

† For portrait and memoir of Sir Erasmus Gower, *vide* Vol. IV. p. 257.—For Addenda, *vide* Vol. XXV. p. 452.—Additional memoir, Vol. XXX. p. 265.

# CORRESPONDENCE.

## Letter IV.

### TO THE RIGHT HONOURABLE VISCOUNT MELVILLE.

MY LORD, *Dover, April 17th*, 1815.

HAVING already addressed your Lordship at some length, respecting the officers of the navy, it was not my intention to have said any thing more at present upon that point; but having observed an article in the *Courier* daily paper, some observations may tend to shew its unfeeling injustice.

I agree with the writer in the prospect of the renewal of war with France, and in that case, of a renewal of the Property Tax; but, against the justice of its effects in certain cases, I hold up the hand of dissent, and trust I shall make it appear with good reason.

On this the writer observes to the following import:—"That it would indeed fall heavy upon annuitants; but these might be reckoned *drones in the hive*, who had withdrawn themselves from active situations; and so from participating in the advantages arising from a state of warfare."—It may be probable that the writer was not aware what descriptions of men he was thus charging with suffering from idleness, therefore it is but justice they should be cleared from the obloquy of the charge, and also their real hardships pointed out.

Are not all officers, in the army and navy, annuitants? and have they not paid 7*l.* 10*s.* per annum out of an 100*l.* income, and 15*l.* out of 150*l.*, without being able to help themselves, though in full activity, and eager to be freed from straitened circumstances?

Are not all half-pay officers annuitants? In the navy, they may have strained every nerve to get employment without success. Are all these to be reckoned among the *drones?* Those whose youth and vigour have been wasted in the service of their country, and who, through infirmity, are obliged to retire upon a scanty allowance, are they to be reckoned amongst the *drones?* Every honest mind must be filled with indignation at the charge.

The writer may exculpate himself by saying, that he never had any idea of including such characters in the charge. But the *Property Tax* has not the least plea in its behalf; for it has seized upon all these classes of *drones* indiscriminately, and sucked out 7*l.* 10*s.* per annum of the vital moisture of their 100*l.* per annum, and 15*l.* per annum out of 150*l.*, leaving the debilitated object weaker after every attack.

This fact the Chancellor of the Exchequer is well acquainted with; and that the Harpies in the Pay Office have not let one bawbee escape their poundage-talons; but, perhaps, he may not have known, that it is possible, even for the active Editor of the *Courier*, not to have been drained of above two and a half per cent., while the *drones* mentioned have been

drained ten per cent. I do not affirm that it positively has been so, but I do not think it altogether improbable that he may have bled in a far less degree.

It has been advanced as an argument against the Property Tax, that some men have been obliged to give in a greater income than they really possessed, in order to keep up appearances, as their credit would otherwise be at stake were their real circumstances known. But where one has been in this predicament, it may safely be affirmed that *five hundred* have not paid to the extent required; and that half-pay officers have paid out of an 100*l.* of their allowance, as much as many in business out of 200*l.* or even 300*l.* It is wonderful the subterfuges that men find out to evade the full force of the Property Tax; but as your Lordship is perfectly sensible that half-pay officers cannot evade it in any manner, surely their case deserves serious consideration. A supposed case, or rather a true case, will make the matter more plain:—An officer, with a *little* income besides his half-pay, has *two* or *three* hundred per annum, out of this he pays 20*l.* or 30*l.* to the Property Tax; while a middling tradesman, out of 300*l.* income, may not pay 10*l.* or 15*l.* to the same tax. Men will say, I have given in my income, if the commissioners be not satisfied let them charge me more; many who have said this have at the same time confessed, that if they had been charged double what they had given in, they could not upon oath have declined paying to the amount. I am by no means pleading for a multiplication of oaths; it is a great evil, and when once infringed upon, the conscience becomes insensible to the awful consequences; but I am pleading, my Lord, that the half-pay of officers should be viewed by government with a compassionate eye; and nothing of that description under 200*l.* per annum touched; and from that sum progressive to 500*l.* before the tax attained 10 per cent. I never yet conversed with any man of information, possessing the least liberality of sentiment, but always expressed his belief of the half-pay of naval officers being too small; and, moreover, that it ought not to be subject to any deduction. I cannot persuade myself that your Lordship's sentiments, or those of the Chancellor of the Exchequer, are less liberal, or that you will be deterred from relieving men who have the strongest claims to relief from their country.

I am, my Lord,
your Lordship's humble Servant,

*Arion.*

MR. EDITOR, *London, April* 20, 1815.

THE many improvements for the good of the naval service that have been suggested by your well-informed correspondent Arion, almost precludes the necessity of any further representation; but as I formerly attempted to explain, in reply to Philo Nauticus, the impropriety of employing lieutenants, after they were superannuated with the rank of commanders, or those that had accepted of the Greenwich out-pension, I still conceive that the lieutenants have cause to feel hurt at the invidious mark set against

their names on the Admiralty List. I allude to the Asterisk prefixed to those unable to serve at sea. As no such stigma is publicly attached to any officer on the list of commanders, or post-captains, it must appear rather illiberal that one class of commissioned OFFICERS should be thus noticed, when it is certain there are many of the two superior classes equally entitled to it; it is well known that several in those classes, from their private fortunes and comfortable situations on shore, have not solicited employment, nor would accept of it should it be offered to them.

Is it not, therefore, the duty of the Admiralty Board to cause an impartial investigation to take place with respect to the commanders and post-captains that have not offered their services, and put them and the lieutenants on a separate list, similar to the mode adopted by the Transport Board with respect to surgeons.

I am, Sir,

your most obedient Servant,

*A Constant Reader.*

MR. EDITOR, *Newcastle-upon-Tyne, April*, 1815.

WHEN a nation has arrived at a state of unparalleled power and prosperity, and that, principally, from the long continuance of a political measure, framed by the wisdom of its ancestors, it is obviously highly dangerous to admit any inroad into a system so sanctioned by experience. It would be a waste of words to prove that our navigation laws have principally raised the British empire to its present colossal strength and magnitude, and verified the ancient axiom, that whoever COMMANDS THE SEA must likewise COMMAND THE LAND. We have exerted that power in every quarter of the globe and every climate of the earth; and, under Providence, it has been the *leading* means of saving Europe and all the civilized portion of mankind from groaning beneath the despotism of the most insatiable tyrant the world ever knew; let us, therefore, pause, and consider well what have been the results of the deviations we have already made, from that wise code of our ancestors, which has stood the test of ages, and let us seriously discuss the effects that have arisen, and may arise, from the introduction of ships built in India, to the advantages of being registered as *British*; and as the real, or alleged benefits of this measure, can afford the only motives for lopping off the branches of that venerable tree, with whose growth we have prospered, and under whose shade we have safely rested, let us commence with a statement of such arguments as may be adduced in favour of this deviation. These fortunately for the advocates of the true interests of this Empire, are but few, and, consequently, easily enumerated.

The first we conceive to be the plea of momentary necessity, and which some persons declared partially existed a few years since, namely, that from want of sufficiently numerous artificers in the parent country, and also from a deficiency in the essential article of timber, the contrary of which

has been most unequivocally proved, we were reduced to the alternative of either wanting a due number of ships for commerce and for war, or of obtaining them elsewhere, either from foreigners, or our own territorial possessions.

2d. That the ships thus obtained were either cheaper or more durable than those of this country.

3d. That they were the means of so much specific value being remitted to this country by the British Residents in India, which they otherwise could not have effected.

The *first* of these arguments affords an efficient plea, but only the former part of the assumption ever existed, namely, such a demand for ship carpenters as induced them to enhance their wages for a short period; it was of no long duration, and the effect ought necessarily to have ceased, whenever the cause was removed.

The *second* argument, that of Indian ships being obtained cheaper than those built at home, would justify the purchase of innumerable articles of foreign manufacture, and if admitted, would soon annihilate numerous manufactures of our own, which find employment for a considerable portion of the people, who sustain a great burden of taxation, and which, being necessary for the existence of the State, must fall on the residue, and destroy the whole fabric of government, by the immensity of its pressure. How could the cotton manufacturers of England, notwithstanding the great advantages of machinery, meet the India muslins in the market, were it not for the heavy duty imposed on their importation?

However the fact may be of superior cheapness, and it must be admitted that India-built ships can be produced cheaper than British-built ships and no doubt in time may be produced at two-thirds the cost this country may be able to furnish them at, by the aid of British capital assisting the residents in India to promote their great design of making ship-building and outfitting them their first manufactory; for it is *building ships not commerce that they have in view*, as is clearly manifested in the reports of Sir Francis Baring and other Directors of March 1802; and if the present laws (as they and a Noble Marquis have declared) entitle ships built in India to a British register, and their Lascars to the rights of British seamen, the naval strength of this country, so far as it is supported by the great establishments of the merchant builders yards in this kingdom, *the great nursery of shipwrights and artificers in peace* must necessarily decline.

It should be considered that the majority of the East India Directors are persons who have passed the active period of their lives in India, and although it is admitted they are as honourable as any men in the Direction, yet they have a natural bias to every thing that relates to the welfare of India, their most intimate friends remaining there, and those with whom they are connected in this country naturally influence them to encourage India-built ships. The colony has their affection more than the parent state, it is the natural effect of habit; but the Public must exert themselves, that the legislature may on the present occasion prevent the parent state from being destroyed in her vital strength by her own colony. Pecuniary advantage is not now the question, it is whether we shall, as heretofore, have

establishments at home to aid the navy in case of any sudden emergency, or that the Proprietors who have millions embarked in works throughout the kingdom, (those in the Thames being above one million in value), shall be compelled to the dreadful necessity of throwing themselves on the liberality of Parliament for remuneration,

Still, in a political point of view, cheapness is not to be considered by the price given by the individual for the article bought, but by that paid by the nation of which he is a member. Tried by this rule, as India-built ships pay no duties on their cordage, sail-cloth, or any other constituent part, the whole sum paid is nearly a deficit; as the circumstance of purchase does not occasion but very trifling articles of British manufacture to be exported more than otherwise would have been done.

On the other hand, had we substituted for these ships, vessels *built at home*, no one portion of them would, in general, have been foreign, but the hemp used in the manufacture of their cordage and sail-cloth. The cost of this raw material, and the freight of it home, admitting it to be in a *neutral* vessel, which *too often has been the case*, would, when combined with the prime cost of the foreign articles of deck planks and tar, scarcely exceed *one-tenth* of the value of the ship fitted for sea: therefore the remaining *nine-tenths* would be expended on British produce, and British industry.—This species of expenditure was, by Dr. Price's calculations, estimated to contribute to the State *fifteen shillings* in the pound. Taxation has much increased since that period, therefore there can be no danger of exaggeration, if we assume the contribution to the State, from British industry and produce, to be *ten shillings* in the pound, or *half* of its amount; which as that species of expenditure contributes *nine-tenths* of the outfit of a British-built ship, it follows that nearly one-half of its whole manufactured value, returns back in taxes to the state; so that in fact, although the purchaser of an India-built ship may be no loser, yet the nation is paying double the amount it ought to do. It appears that from 1794, when these ships were first admitted to British registry, up to March, 1815, the tonnage so admitted amounts to 69,600 tons, besides those unregistered and employed under licences in the trade to and from India. The India-built ships admitted to registry, with the ships and vessels of war built in Asia, can scarcely be less than 110,000 tons, which at the low estimate of 25*l.* per ton, their cost and outfit would amount to 2,750,000*l.* half of which, as already stated, has been taken from the revenue of the country, and lessened the means of employment to numerous industrious families, and that nursery for seamen arising from bringing naval stores from the Baltic, and the King's North American Colonies.

The *third* plea only remains to be discussed, viz. that India-built vessels afford the means of remitting property to this country.

No dependant State not possessed of the precious metals, can make remittances to the parent country for its protection, but either in raw or manufactured articles, or in the balance of her trade from other territories.—The true policy of any parent state prohibits her colonies not only from sending their manufactures any where in competition with those of the mother country, who bears the burthen of taxation, but also, in many instances

from manufacturing them for their own use, which principle, in its latter position, is limited by local and political circumstances.

Wise as these general principles are, we have most lamentably departed from them; as we have not only taught our Indian subjects to rival us in various articles of iron, brass, and other manufactures, and of arms, but also in the fabric of ships, which necessarily includes artificers of almost every description, viz. carpenters, caulkers, blacksmiths, ropemakers, sail-cloth weavers, sail-makers, and various others unnecessary to enumerate; so as not only to give these settlements the means of rivalling the mother country in the most essential of all fabrics, that of implements and instruments of war, for land and sea service, which to us will be equally dangerous, whether they assert their own independency, which these circumstances will promote, or that in the course of human events they fall to the possession of some other power.

If, then, this ruinous system be not put a stop to, we shall not again be able to provide against any emergency; because of *the deficiency of native artificers*, arising either from emigration or want of employment to keep up the necessary number, and the annihilation of the great yards in which they used to be employed.

It may not be too late to restrain the effects of this ill-judged policy, by turning the attention of our Indian subjects to where it ought to be applied —to the improvement of such *raw* articles of produce as are *consumable* in this country, and of which we are deficient; the most essential of these are hemp, cotton, and rice, the import of which, in British-built ships, would add much more to the source of our naval power. Whenever Great Britain shall so far forget herself, as to give to her foreign dependencies *the great source of her naval power*, she from that moment abandons her paramount influence in Europe.

The country gentlemen should also consider what is to become of their timber now unsaleable, and the manufacturers of copper, iron, &c. the injurious effects which this *new* system will produce on them.

*M. P.*

MR. EDITOR,

I TRANSMIT to you the inclosed copy of a letter, written by a young but intelligent Naval Officer, giving some new and interesting details of the late unfortunate enterprise of the American war, and explaining causes of the failure, yet imperfectly known.

*D. S.*

*His Majesty's ship ———, off the coast of New Orleans, Jan. 30, 1815.*

AFTER forty-seven days absence, I may say on as difficult a service as ever boats encountered, I have returned, and, I must acknowledge, rather fatigued. When I am so, what must my crew have been? After the most

incessant labour, they are still, I am sure, more than anxious, and would willingly suffer, if possible, double—so inveterate is their hatred to our implacable enemy. Would to Heaven I could say we had been successful; but thank God no blame can be attached to our excellent Commander in Chief, save what some of those "would-be-knowing" Gentlemen might call that of having advised the expedition. In point of bodily fatigue, none ever in so high a situation, I believe, did, or indeed could have used greater exertion. The distance from the line of battle ships to the first place of debarkation was 70 miles, if not more: this was on an island in the entrance to Lake Pontchartrain, or more properly a swamp, like the rest of this part of America. It was absolutely necessary that the army should be collected here, as we had still 20 or 25 miles farther before we could reach the place of our destination. The whole army having assembled there, and a sufficient quantity of stores being ready we left the island in, I believe, as fine order as it was possible for boats to be formed. The division in which I was consisted of the 4th, 85th, 95th, rocket brigade, and some sappers and miners. The place we landed in, the Americans say, was never before explored but by alligators and wild ducks; it was up a creek, so narrow and so completely hid by the canes, that I believe it had never before been discovered by the Americans: it was pointed out by some Spanish fishermen, who had appropriated one part of it for the purpose of smuggling. The head of this creek was distant from the Mississippi about three miles, and from the high road to new Orleans a mile and a half; from the city six or eight. This event was not discovered by the Americans for some time after we had made a good landing; nor do I think they would have discovered it till we shewed ourselves, as we had all got up by day-light, and the upper part became so narrow that we were unable to pull our oars, but tracked the boats by the shore. This is a proof that our landing at Pine Island completely deceived the Americans, whose principal preparations were made at the mouth of the Lake, and almost in every point, but where we really came.—Our army advanced, and about two o'clock were on the banks of the Mississippi, having the river on their left, a wood on their right, with the main road before them; and so confident was General Keane of an easy conquest, that it is said he expressed his ideas on the subject, by saying he could be in New Orleans that night, but wished to wait for the other divisions joining. Soon after dark, the Americans sent a schooner down to attack our flank while their army commenced on the front. The bravery only of such troops as the regiments already mentioned, could have saved them, particularly the gallant 85th, who are the admiration of all. The Americans were completely beaten by, comparatively speaking, a handful, and this was done solely by personal bravery, as our little army was almost taken by surprise, which, with the confusion caused by the schooner's fire, prevented any thing like order or manœuvring. Among the wounded was Capt. Knox, who is spoken of in the highest terms, and his loss sincerely regretted.

Jonathan after this gained rather more wisdom, unfortunately for us, and kept close to his works. Two days after this, a battery was completed, and, to the satisfaction of every body, the schooner blown up; the ship immedi-

ately ran for the town, and, to every body, appeared as if all obstacles were removed.

On Christmas day, Sir E. Pakenham arrived. On the 28th drove in the American advance, took up their position, and commenced erecting batteries. On New Year's day we made an attack from the works, but owing to the ground being swampy, and breast-works not sufficiently thick, it was, after some firing, knocked to pieces. It was after these different attacks, that I believe Sir Alexander recommended the project of widening a ditch, and cutting a passage into the Mississippi. This was for the purpose of dislodging the enemy from the works they had erected on the opposite side, eight hundred yards distant, and which completely enfiladed our left, while, at the same time it should serve as a diversion; the boats with guns (intended to have been twenty) were then to have passed the batteries, and opened fire on the rear, while the batteries were to have opened on the flank; the attack was then to have taken place—the 44th to have carried the ladders and fascines, while the 21st, 4th, and 93d, on the signal rocket being fired, were to advance. On the other side, we were lucky in having the 85th, with their famous Colonel (Thornton), and who had volunteered, conceiving that the post of greatest difficulty and consequence. So far every thing appeared in a most promising way, and not a doubt was entertained of a favourable result; but human foresight, as constantly happened to err. The engineers, or, more properly speaking, the staff corps, had declared the canal sufficiently deep for the boats to pass, and to appearance it was so; but we calculated rather more on the gush of water from the river than was quite right—we had dragged the boats up as far as the village, with guns, stores, every thing which could be necessary, and remained within about two hundred yards of the river until dark; but on our advancing about fifty yards, the boats stuck, the labour then became extreme, and after a night of most severe hardship for the men, we succeeded in getting through the whole of the boats, but only four with guns, among which I was fortunate enough to be. We still dreaded the approach of day-light; therefore, fearing by waiting for all, we might not get over sufficiently early, we started with nine boats, our four and five others, which contained the 85th, and a few marines and seamen, the whole not, I am sure, exceeding four hundred; but, unfortunately, they seemed altogether to have forgotten us on the left side, and before we could be of sufficient use to create a diversion, every thing had failed in that quarter; while every thing had quite the contrary result on our side. The 85th advanced, and we at first rather headed them. The Americans were not aware of their advance, but when they were endeavoured to form, and I believe intended to make a stand.—The advance did not discover them quite so soon as the boats, owing to, to use a sea phrase, "their being under the *lee of a house*;" but we gave them a shot or two which apprized the advance (I really think not exceeding twenty) of the enemy's situation; but, Jonathan, the moment he received their fire and cheers, with a shot or two from the boats started for his works, and was driven from them almost as soon as he entered, leaving a redoubt with 15 pieces of cannon and a stand of colours. Thus fell, an easy prey, a conquest which was considered by many as most difficult.

I do not mean to give an opinion as to military affairs, because, from its not being my profession, I am not, probably, qualified to form a just idea of the business altogether; but as far as common sense, backed by the opinion of some experienced military officers goes, I think the attack on both sides was excellently planned, but on one side more than badly executed. I will endeavour to relate the circumstances as they occurred on that side also :—

" A short time previous to day-light, General Pakenham rode down to see if all was prepared as he wished, and meeting ——————— of the ——, asked where he had left the fascines and ladders, he was answered, " In the battery." Now this battery was so far in the rear as to require some time before the fascines could be got up from it. But before this could be done, the rocket was fired, according to previous arrangement, for the attack. The regiments advanced; there were no fascines—no ladders—the ditch was too deep to wade—and our unfortunate men were cut to pieces : the regiment in advance gave way, and broke through the lines of the 93d and 4th. Some officers of the 93d declared in my hearing publicly that Gen. Keane, before receiving his wounds, called to the regiment in advance, on their retiring, " *Remember Egypt ;* but finding that useless, called to the 93d to " *Bayonet the rascals.*" ——————— ran away ; the scaling-ladders were dropped ; the regiments were in confusion ; poor Sir Edward Pakenham rode up to endeavour to restore some order, was wounded in the knee; his horse soon after fell; and Major M'Dougall was assisting him to mount another, when a shot entered his breast, and lodged in the spine. Thus fell as brave a fellow, probably, as ever existed. Previous to his death, he declared, should he survive, that if possible he would hang ——————— ; and General Gibbs, who was soon after mortally wounded, said, that whoever should find the ——, of the —, ought to hang him to the first tree for cowardice.

The fire was tremendous. I had an opportunity of seeing a good deal without being at all exposed, Jonathan having been too busily employed, so much so, that we had passed the American head-quarters with the boats before they deigned to give us a shot, and almost as soon the general order for retreat was given. The position defended by the Americans is, I am told, one of those which Moreau pointed out when there ; at the same time observing, " Give me five thousand men, and I will defend it against any ten thousand you can bring against me."

The brilliant attack on the gun-boats, and the success of it, will probably never be forgotten—but unfortunately I was not there ; I shall, therefore, not trouble you with an account. Captain ———————, if what is told of him be true, deserves every disgrace which a man can suffer : to him, in a great measure, are we indebted for the loss of upwards of two thousand men, and failure of the expedition ; having, it is positively said, opened the private dispatches from Sir A. Cochrane to Admiral ———————, although marked " Most secret," and made the contents known to every one—thus divulging the plan.

# STATE PAPERS.

## AMERICA.

### WASHINGTON, Feb. 21.

### PRESIDENT'S MESSAGE.

THE following most interesting Message was yesterday transmitted by the President of the United States to both Houses of Congress:—

"To the Senate and House of Representatives of the United States,

"I lay before Congress copies of the treaty of peace and amity between the United States and his Britannic Majesty, which was signed by the Commissioners of both parties at Ghent, on the 24th of December, 1814,* and the ratifications of which have been duly exchanged. While performing this act, I congratulate you and our constituents, upon an event which is highly honourable to the nation, and terminates with peculiar felicity a campaign signalized by the most brilliant successes.

"The late war, although reluctantly declared by Congress, had become a necessary resort, to assert the rights and independence of the nation. It has been waged with a success which is the natural result of the legislative counsels, of the patriotism of the people, of the public spirit of the militia, and of the valour of the military and naval forces of the country. Peace, at all times a blessing, is peculiarly welcome, therefore, at a period when the causes of the war have ceased to operate; when the government has demonstrated the efficiency of its powers of defence; and when the nation can review its conduct without regret and without reproach.

"I recommend to your care and beneficence the gallant men whose achievements, in every department of military service, on the land and on the water, have essentially contributed to the American name, and to the restoration of peace. The feelings of conscious patriotism and worth will animate such men, under every change of fortune and pursuit; but their country performs a duty of itself, when it bestows those testimonials of approbation and applause, which are at once the reward, and the incentive to great actions.

"The reduction of the public expenditures to the demands of a peace establishment, will doubtless engage the immediate attention of Congress. There are, however, important considerations which forbid a sudden and general revocation of the measures that have been produced by the war.

"Experience has taught us, that neither the pacific dispositions of the American people, nor the pacific character of their political institutions,

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* *Vide* State Papers, p. 242.

can altogether exempt them from that strife which appears, beyond the ordinary lot of nations, to be incident to the actual period of the world; and the same faithful monitor demonstrates, that a certain degree of preparation for war is not only indispensable to avert disaster in the onset, but affords also the best security for the continuance of peace:

"The wisdom of Congress will, therefore, I am confident, provide for the maintenance of an adequate regular force; for the gradual advance of the naval establishment; for improving all the means of harbour defence; for adding discipline to the distinguished bravery of the militia: and for cultivating the military art in its essential branches, under the liberal patronage of government.

"The resources of our country were, at all times, competent to the attainment of every national object, but they will now be enriched and invigorated by the activity which peace will introduce to all the scenes of domestic enterprise and labour.

"The provision that has been made for the public creditors, during the present Session of Congress, must have a decisive effect in the establishment of the public credit both at home and abroad. The reviving interests of commerce will claim the legislative attention at the earliest opportunity; and such regulations will, I trust, be seasonably devised, as shall secure to the United States their just proportion of the navigation of the world. The most liberal policy towards other nations, if met by corresponding dispositions, will in this respect be found the most beneficial policy towards ourselves. But there is no object that can enter with greater force and merit into the deliberation of Congress, than a consideration of the means to preserve and promote the manufactures which have sprung into existence, and attained an unparalleled maturity throughout the United States during the period of European wars. This source of national independence and wealth, I anxiously recommend to the prompt and constant guardianship of Congress.

"The termination of the Legislative Session will soon separate you, fellow citizens, from each other, and restore you to your constituents. I pray you to bear with you the expressions of my sanguine hope, that the peace which has been just declared will not only be the foundation of the most friendly intercourse between the United States and Great Britain, but that it will also be productive of happiness and harmony in every section of our beloved country.

"The influence of your precepts and example must be every where powerful; and while we accord in grateful acknowledgments for the protection which Providence has bestowed upon us, let us never cease to inculcate obedience to the laws, and fidelity to the Union, as constituting the palladium of the national independence and prosperity.

"*Washington, Feb.* 18, 1815. *James Madison.*"

# AN ACT

*For the Protection of the Commerce of the United States against the Algerine Cruisers.*

WHEREAS, the Dey of Algiers, on the coast of Barbary, has commenced a predatory warfare against the United States—

*Be it enacted, by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be lawful fully to equip, officer, man and employ such of the armed vessels of the United States as may be judged requisite by the President of the United States, for protecting effectually the commerce and seamen thereof on the Atlantic Ocean, the Mediterranean and adjoining seas.

SEC. 2. *And be it further enacted,* That it shall be lawful for the President of the United States to instruct the commanders of the respective public vessels aforesaid, to subdue, seize, and make prize of all vessels, goods, and effects of or belonging to the Dey of Algiers, or to his subjects, and to bring or send the same into port, to be proceeded against and distributed according to law; and, also, to cause to be done all such other acts of precaution or hostility, as the state of war will justify, and may in his opinion require.

SEC. 3. *And be it further enacted,* That on the application of the owners of private armed vessels of the United States, the President of the United States may grant them special commissions in the form which he shall direct, under the seal of the United States; and such private armed vessels, when so commissioned, shall have the like authority for subduing, seizing, taking and bringing into port any Algerine vessel, goods, or effects as the before-mentioned public armed vessels may by law have; and shall therein be subject to the instructions which may be given by the President of the United States for the regulation of their conduct, and their commissions shall be revocable at his pleasure. Provided, That before any commission shall be granted as aforesaid, the owner or owners of the vessel for which the same may be requested, and the commander thereof for the time being, shall give bond to the United States, with at least two responsible sureties, not interested in such vessels, in the penal sum of seven thousand dollars, or if such vessels be provided with more than one hundred and fifty men, in the penal sum of fourteen thousand dollars, with condition for observing the treaties and laws of the United States, and the instructions which may be given as aforesaid, and also, for satisfying all damages and injuries which shall be done contrary to the tenor thereof, by such commissioned vessel, and for delivering up the commission when revoked by the President of the United States.

SEC. 4. *And be it further enacted,* That any Algerine vessel, goods or effects, which may be so captured and brought into port, by any private armed vessel of the United States, duly commissioned as aforesaid, may be adjudged good prize, and thereupon shall accrue to the owners, and officers, and men of the capturing vessel, and shall be distributed according to the agreement which shall have been made between them, or, in failure of such agreement, according to the discretion of the court having cognizance of the capture.

# PLATE CCCCXXXVII.

THE province of Hainault, in which are the towns which constitute the chief subjects of the annexed chart, was anciently inhabited by the Nervii, the most valiant and potent of the ancient Gauls, who also possessed the adjoining earldom of Namur. When the Belgæ united to oppose the progress of Julius Cæsar, the Nervii brought into the field 50,000 men; but being afterwards subdued by the Franks, they became a part of the earldom of Ardenne. Of this country, Alberic, surnamed the Orphelin, was afterwards, by Sigebert king of Metz, or Austrasia, enfeoffed by the name and title of Earl of Hainault. It was twice united to Flanders; first, by Baldwin, fifth earl of Flanders, succeeding to it in right of Richild, his wife, daughter of Regnier the Third; and, secondly, by the marriage of Baldwin the Sixth, of Hainault, with Margaret, countess of Flanders, sister and heir of Philip of Elsas, earl of Flanders. It was afterwards annexed to Holland by John de Avesnes, natural son of Margaret, second daughter of the Emperor Baldwin, by Buschart, her guardian, prior of St. Peter's, in L'Isle, who, by fraud and force, wrested it from his brethren, born in wedlock, and married Adelize, or Aleide, daughter and heir of Florence the Fourth, earl of Holland. In this state of annexation it remained till the year 1436, when it was incorporated with the dukedom of Burgundy under Philip the Good upon the death of Jaqueline, the heiress, without issue. The following particulars as related by Hume will serve to illustrate this part of the history of Hainault:—

"Jaqueline, countess of Hainault and Holland, and heiress of these provinces, had espoused John, duke of Brabant, cousin-german to the duke of Burgundy; but, having made this choice from the usual motives of princes, she soon found reason to repent of the unequal alliance. She was a princess of a masculine spirit and uncommon understanding; the duke of Brabant was of a sickly complexion and weak mind: she was in the vigour of her age; he had only reached his fifteenth year; these causes had inspired her with such contempt for her husband, which soon proceeded to antipathy, that she determined to dissolve a marriage where it is probable nothing but the ceremony had as yet intervened. The court of Rome was commonly very open to applications of this nature, when seconded by power and money; but, as the princess foresaw great opposition from her husband's relations, and was impatient to effect her purpose, she made her escape into England and threw herself under the protection of the duke of Gloucester. That prince, with many noble qualities, had the defect of being governed by an impetuous temper and vehement passions; and he was rashly induced, as well by the charms of the countess herself as by the prospect of possessing her rich inheritance, to offer himself to her as a husband. Without waiting for a papal dispensation—without endeavouring to reconcile the duke of Burgundy to the measure, he entered into a contract of marriage with Jaqueline, and immediately attempted to put himself in possession of her dominions. Philip was disgusted with so preci-

# VALENCIENNES, CONDÉ, St AMAND &c. IN FRANCE.

pitate a conduct; he resented the injury done to the duke of Brabant his near relation; he dreaded to have the English established on all sides of him; and he foresaw the consequences which must attend the extensive and uncontrolled dominion of that nation if, before the full settlement of their power, they insulted and injured an ally to whom they had already been so much indebted, and who was still so necessary for supporting them in their further progress. He encouraged, therefore, the duke of Brabant to make resistance; he engaged many of Jaqueline's subjects to adhere to that prince; he himself marched troops to his support: and, as the duke of Gloucester still persevered in his purpose, a sharp war was suddenly kindled in the Low Countries. The quarrel soon became personal as well as political. The English prince wrote to the duke of Burgundy complaining of the opposition made to his pretensions; and though in the main he employed amicable terms in his letter, he took notice of some falsehoods, into which he said Philip had been betrayed during the course of these transactions. This unguarded expression was highly resented; the duke of Burgundy insisted that he should retract it; and mutual challenges and defiances passed between them on this occasion.

" The duke of Bedford could easily foresee the bad effects of so ill-timed and imprudent a quarrel. All the succours which he expected from England, and which were so necessary in this critical emergency, were intercepted by his brother and employed in Holland and Hainault; the forces of the duke of Burgundy, which he also depended on, were diverted by the same wars; and, besides this double loss, he was in imminent danger of alienating for ever that confederate whose friendship was of the utmost importance, and whom the late king had enjoined him with his dying breath to gratify by every mark of regard and attachment. He represented all these topics to the duke of Gloucester; he endeavoured to mitigate the resentment of the duke of Burgundy; he interposed with his good offices between these princes, but was not successful in any of his endeavours; and he found that the impetuosity of his brother's temper was still the chief obstacle to all accommodation. For this reason, instead of pushing the victory gained at Verneüil, he found himself obliged to take a journey into England and to try, by his counsels and authority, to moderate the measures of the duke of Gloucester.

" There had likewise broken out some differences among the English ministry which had proceeded to great extremities, and which required the regent's presence to compose them. The bishop of Winchester, to whom the care of the king's person and education had been entrusted, was a prelate of great capacity and experience, but of an intriguing and dangerous character; and, as he aspired to the government of affairs, he had continual disputes with his nephew the protector; and he gained frequent advantages over the vehemency and impolitic temper of that prince. The duke of Bedford employed the authority of parliament to reconcile them; and these rivals were obliged to promise, before that assembly, that they would bury all quarrels in oblivion.

" Time also seemed to open expedients for composing the difference with the duke of Burgundy. The credit of that prince had procured a bull from

from the pope, by which, not only Jaqueline's contract with the duke of Gloucester was annulled, but it was also declared that even in case of the duke of Brabant's death it should never be lawful for her to espouse the English prince. Humphrey, despairing of success, married another lady of inferior rank who had lived some time with him as his mistress. The duke of Brabant died; and his widow, before she could recover possession of her dominions, was obliged to declare the duke of Burgundy her heir in case she should die without issue, and to promise never to marry without his consent."

Towards the end of the fifteenth century, Maximilian of Austria, son of the Emperor Ferdinand III., acquired Hainault, with many other parts of Belgium, by his marriage with the only daughter of the duke of Burgundy.

Philip of Austria, son of Maximilian and Mary, married Jane, the daughter of Ferdinand king of Arragon, and of Isabella queen of Castile, by which means their son Charles inherited almost all Spain, with the newly-discovered countries in America, and also these noble provinces of the Netherlands, under the celebrated name of *Charles V.* His son and successor, Philip II., having evinced an indifference towards the Netherlanders, and subjected them to a course of intolerant tyranny, an insurrection broke out, headed by the Counts Hoorn and Egmont, and the Prince of Orange, which ended in the independence and union of Holland and some adjacent provinces, under the style and title of the *United Provinces.* The other provinces, including Hainault, were reduced to obedience by the duke of Alva, their ancient privileges being restored.

This state of things remained until the memorable victory of Ramillies, gained by the duke of Marlborough, when Hainault, with other provinces of the Netherlands, acknowledged Charles VI., afterwards emperor, their sovereign; and his daughter, the empress queen, remained possessed of it till the war that followed the death of her father, when the French made an entire conquest of all her Belgic provinces, with the exception of part of Luxemburg; these were, however, restored by the treaty of Aix-la-Chapelle, in 1748: the French retaining Artois, the Cambresis, part of Flanders, part of *Hainault*, and part of Luxemburg.

Hainault is bounded to the S. by Champagne and Picardy; to the N. by Flanders; to the E. by Brabant, Namur, and Liege; and to the W. by Artois and Flanders. It extends from N. to S. about 45 miles, and about 48 from E. to W. The air is good, and the soil fruitful. It abounds in rich pastures, corn-fields, woods, and forests, and is well watered by rivers and lakes; it breeds abundance of black cattle, and sheep of excellent wool. There are also coal, lead, and iron-mines, with quarries of beautiful marble, slate, and other useful stones.

This country was anciently called Saltus Carbonatius; by the Latin writers of the middle times, Hannonia; and, by others, Lower Picardy; its present name is derived from the river Haine, or Hania, which passes through it; and the word Holt, signifying a wood, as being in a manner overspread with the forests of Narmault, St. Amand, Poodsberg, and others.

Its principal rivers are the Scheld, the Selle, and the Dender. It contains 24 walled towns, 950 villages, and 27 Abbeys. Previous to the Revolution, the greater part of it was subject in spiritual matters to the archbishop of Cambray, and the rest to the bishops of Liege and Arras. Its civil government consisted of a sovereign council, at the head of which was the high bailiff who represented the sovereign, was governor of Mons, and captain general of the province.

Its chief towns are Mons, Maubuege, Valenciennes, Chimay, Halle, Beauvais, Landrecy, Mariemburg, Philip Ville, Bouchant, Conde, Enghien, Beaumond, Bins, or Binche, and Ath. Of these we must restrict ourselves to a brief notice of Valenciennes, and Conde.

Valenciennes is an ancient, strong, and considerable city, seated on the Scheld, and a little river called Rouelle, forming many pleasant isles, and passing almost under every house. Independently of its fortifications, it is strong by nature: being easily rendered on one side inaccessible by water, and is on its other sides defended by hills. The citadel and fortifications are the work of Vauban, and were constructed by order of Louis XIV., who took this city from the Spaniards and had it confirmed to him by the treaty of Nimeguen, in 1678. In 1793 it was besieged by the Allied forces of England, Austria, and Prussia, under command of the duke of York, prince Cobourg, and general Clairfait: the French having been previously driven from the heights of Famars, where a camp had been formed for its protection, and after a most vigorous siege, and as gallant defence under general Ferrand, the operations of which in a great degree, consisted of mines and countermines; two mines having at length been formed by the besiegers, one under the glacis and one under the horn work of the fortress, were charged on the 25th of July, and in the night between nine and ten o'clock were successfully sprung; the English and Austrians got possession of the covered way, and on the following day the city was surrendered to the duke of York, who took possession of it in behalf of the Emperor of Germany. The place was afterwards abandoned.

It has some handsome buildings, and was the birth place of Henry VII. emperor of Germany; Mary, daughter of Charles the Warlike, and of Froissart, the French historian.

Besides lace, it is noted for manufactures of woollen stuffs, and very fine linen. It is 20 miles W.S.W. of Mons, 17 N.W. of Cambray, and 120 N.E. by N. of Paris.

Conde is a little town of considerable strength, with the title of a principality, and a castle, likewise seated on the Scheld, near the confluence of that river with the Haine. A moiety of this town formerly belonged to the house of Monpensier.

This town was invested by the Allies at the same time that operations were carrying on against Valenciennes, and it was in the endeavour to re-establish a communication between the two places that General Dampierre received his mortal wound, on the 8th of May, 1793.

The place was resolutely defended under General Chancel, the governor,

until the garrison, having been reduced in number from 4000 men to 1500 fit for service, and having suffered all the rigours of famine, surrendered prisoners of war on the 10th of July, 1793.

St. Amand is a city in the Earldom of Flanders, seated upon the river Scarpe, or Scharpe, seven miles N. of Valenciennes, formerly possessing one of the richest abbies in Flanders; the abbot having both temporal and spiritual jurisdiction over it, and the parts about it. It contains about 600 houses, and 3000 or 4000 inhabitants, and was ceded to France by the treaty of Utrecht. Long. 2°. 35′. E. Lat. 50°. 27′. N.

The river Scheld rises on the confines of Picardy, and runs N. E. by Cambray, Valenciennes, Tournay, Oudenarde, &c. and, receiving the Lis at Ghent, pursues its course E. of Dendermond, and thence N. to Antwerp. Below which city it divides into two branches, called the Wester-Scheld, which separates Flanders from Zealand, and discharges itself into the sea near Flushing; the other, called the Oster-Scheld, which runs by Bergen-op-Zoom, and passing between the islands Beveland and Schowen, a little below them falls into the sea.

Our selection of this part of Belgium, as a subject of remark, has arisen from the great probability of its being the first scene of hostile action in the approaching contest.

## NAVAL ARCHITECTURE.

### LAUNCH OF THE ST. VINCENT.*

FROM PLYMOUTH DOCK-YARD.

THE spectacle of a launch is so gratifying to British hearts, that curiosity, instead of rising satiated from frequent entertainments, has its appetite strengthened by every opportunity of farther indulgence. The sentiment does honour to the British character; and associated as it is with our maritime preponderance as a nation, with our security as the freest, best, and happiest people on the globe, it comes recommended to us in a double capacity, first as a matter of public policy, and secondly as a source of private satisfaction. This sentiment, perhaps, was never more forcibly displayed than at the launch of the St. Vincent, when the neighbourhood, and many distant places, poured out their population, as it were, for the purpose of witnessing the magnificent exhibition. Every countenance beamed with lively expectation, every foot, capable of moving, hastened with enthusiastic celebrity to the spot, whence another ornament was to be added to the tributary ocean; and it is supposed that about 50,000 persons were accumulated in the dock-yard, on the surrounding eminences, and in the boats and ships, to behold it. Having gazed with admiration, approaching to awe, at the sublime specimen of naval architecture before them, destined to be, at some future period, a brilliant pride of the seas, they had, at length, the pleasure, about five minutes

* *Vide* also p. 220.

before five, of seeing it glide off the slip into its natural element, where it majestically floated like some proud tower, menacing to its foes, and promising gallant achievements, whenever wanted in its country's service. The weather proved auspicious to the grand occasion.

The St. Vincent was commenced under the directions of J. Tucker, Esq. now one of the Surveyors of the Navy, and finished under the superintendance of T. Roberts, Esq. the present Master-builder, and is unequalled by any ship, in any other country, except her cotemporaries, the Howe and Nelson, being of the following dimensions, and amount of guns:—

| | *Feet.* | *In.* |
|---|---|---|
| Length of the lower deck | 205 | 0 |
| Ditto of the keel for tonnage | 170 | $10\frac{1}{8}$ |
| Breadth extreme | 53 | 6 |
| Depth in hold | 24 | 0 |

Burthen in tons, 2,601.

| | *No.* | *Pdrs.* |
|---|---|---|
| Gun-deck | 32 | 32 |
| Middle ditto | 34 | 24 |
| Upper ditto | 34 | 18 |
| Quarter ditto | 6 | 12 |
| | 10 | 32 |
| Forecastle | 2 | 12 |
| | 2 | 34 |
| Guns | —120. | |

Owing to a want of discrimination among the wardens and clerk doorkeepers, the principal booths were nearly empty until a few minutes before she was launched, by which many respectable characters were disappointed of admittance, and compelled to stand among the crowd. The Dutch Admiral appeared in the Commissioner's booth, with Rear-admiral Sir T. B. Martin, and other officers of both nations, now happily re-united.—Three balls took place in the evening, in honour of the event; one on board the Impregnable, the flag-ship; another in the Zealand, the Dutch flag-ship; and a third at the Fountain Tavern, all which were most fashionably and respectably attended.

The head and stern of the St. Vincent were carved, with his usual ability, by Mr. Dickerson. She lately took in her masts, and is to remain at her moorings a month or six weeks prior to her going into dock.

"*Thus*," to use Earl St. Vincent's motto, old Ocean received another master, and by ships *thus* launched, and *thus* completed, may Britain always have it in her power to maintain her naval supremacy! Emulative of the example of the hero, whose name she bears, be the word "*thus*" the inspiriting incitement in the hour of battle, of her officers and crew! Animated by that example, they cannot fail to perform their duty.

## LAUNCH OF THE HOWE.

*Chatham, March 28.*

This being the day appointed for the launch of this magnificent man of war, it was calculated, that by two o'clock not less than 20,000 persons had taken situations calculated to command a view of the ceremony in the Royal Dock-yard, and on the opposite side of the shore. The following are the dimensions of the Howe :—

| | *Feet.* | *In.* |
|---|---|---|
| Extreme length, from stem to stern | 244 | 0 |
| Length of the gun-deck | 205 | 0 |
| Length of keel | 170 | 10½ |
| Extreme breadth | 53 | 6 |
| Depth | 24 | 0 |
| Length of the main-mast | 127 | 0 |
| Ditto top-mast | 75 | 0 |
| Ditto top-gallant-mast | 60 | 6 |
| Diameter of the main-mast | 3 | 5 |
| Ditto top-mast | 1 | 10 |
| Ditto top-gallant-mast | 1 | 0½ |
| Length of the main-yard | 109 | 3 |
| Diameter | 2 | 2 |

*Number and weight of metal.*

| | *Guns.* | *Pdrs.* |
|---|---|---|
| Gun-deck | 32 | 32 |
| Middle ditto | 34 | 24 |
| Upper ditto | 34 | 18 |
| Quarter ditto—carronades 16 32-prs. | 6 | 12 |
| Forecastle ——— 2 32-prs. | 2 | 2 |
| Round-house | 6 | 18 |

Burthen, 2,601 tons.

Four anchors of 95 cwt.—Cables 25 inches.

In the centre of the head is a bust of the commander from whom she derives her name, with a wreath of laurel entwined round his head. On the starboard side is the full length of a sailor, above nine feet in height, reclining a short distance from the bust, with his hat in his hand, apparently shouting victory ! On the larboard side is a marine of equal dimensions, paying obedience in a congratulatory manner to the veteran Chief, with his right hand in the form of a salute. This piece of workmanship was executed by Mr. G. Williams.

The Admiral's cabin is richly got up. The staircase leading to the quarter-deck is winding, and made of beautiful mahogany. The captain's cabin under the poop is spacious and elegant. The whole of the stanchions on the main-deck are made of a wood resembling mahogany (an East Indian wood called *Poone*) ; they are elegantly turned and polished. Her stern is plain, and has a light and elegant appearance. The midship planks of her decks, together with the quarter-deck and poop, are in the

usual way, fore and aft, the remainder forming a diamond, which is entirely on a new principle, which was tried, and answered the purposes intended, in the Tremendous, of 74 guns.

At one o'clock the gates of the Royal Dock-yard were thrown open to the populace, and in a few minutes it was crowded to a degree unprecedented. The workmen were busily employed during the whole of the morning, adjusting the triggers, blocks, and cradle.

At a quarter past two the Commissioner, Sir Robert Barlow, accompanied by his daughter, Lady Torrington, by Admiral Lord Torrington, and other persons of distinction, were introduced into a place appointed at her head. Some bottles of wine being produced, the builder, Mr. Perkins, poured out several glasses of it, which he handed to Lady Torrington, and the Nobility around, and the "Howe, and success to her," being drank, Lady Torrington took a bottle of port, which she broke against the cut-water, agreeable to the antient mode of christening. At a quarter before three o'clock, all being ready, Mr. Perkins gave orders for knocking away the triggers, and with a slight assistance from the Samson Jacks, the Howe, with great majesty and precision, slid into the bosom of her element, amidst the cheers of as great an assemblage as ever was known on a similar occasion.

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*A comparative View of the* INCREASE *of the* India-built *Ships admitted to British Registry, and of the* DECREASE *of Ship-Building within the Port of London.**

| *India-built Ships admitted to Registry.* | Tons. |
|---|---|
| 1810. | |
| Lord Castlereagh | 808 |
| General Wellesley | 430 |
| Cambridge | 768 |
| Fort William | 1236 |
| Providence | 649 |
| 1811. | |
| Larkins | 676 |
| William | 421 |
| Fairlie | 755 |

| *London-built Ships admitted to Registry.* | Tons. |
|---|---|
| 1810. | |
| West Indian | 372 |
| Fanny | 431 |
| George the Third | 339 |
| Clio | 101 |
| Somersetshire | 447 |
| Guildford | 521 |
| Cæsar | 626 |
| Royal Charlotte | 392 |
| Rose | 1024 |
| 1811. | |
| Lowther Castle | 1507 |
| Planet | 401 |
| Colonist | 459 |
| Coldstream | 704 |
| Cabalva | 1349 |
| Etheldred | 420 |
| John | 472 |
| Asia | 1012 |
| Prince Regent | 1036 |
| Marquis of Huntley | 1343 |
| Bengal | 992 |

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* *Vide* Correspondence, p. 382.

*India-built Ships admitted to Registry.*

| | Tons. |
|---|---|
| **1812.** | |
| Emma | 463 |
| Thomas Grenville | 923 |
| Woodbridge | 479 |
| Ganges | 400 |
| Caroline | 442 |
| Moffatt | 750 |
| Charles Grant | 1252 |
| **1813.** | |
| David Scott | 773 |
| Barrosa | 773 |
| James Sibbald | 729 |
| Baring | 753 |
| Cornwall | 859 |
| General Hewett | 960 |
| Hannah | 466 |
| Java | 1175 |
| Bombay | 1279 |
| Severn | 571 |
| Hindostan | 604 |
| Castle Huntley | 1353 |
| Regent | 939 |
| **1814.** | |
| Countess Harcourt | 517 |
| Cambrian | 720 |
| Countess of Loudon | 481 |
| Marquis of Wellington | 636 |
| Swallow | 353 |
| Bengal Merchant | 477 |
| Radnor | 478 |
| Henry Wellesley | 301 |
| Claudine | 452 |
| Earl Balcarras | 1444 |
| Lady Flora | 750 |
| Minerva | 987 |
| Vansittart | 1311 |
| General Kyd | 1318 |
| Herefordshire | 1354 |
| Lowjee Family | 925 |
| **1815.** | |
| Susan | 567 |
| Ganges | 627 |
| Forbes | 556 |

Several other *India-built* ships are ordered for England *this year*, for the purpose of obtaining British Registry.

*London-built Ships admitted to Registry.*

| | Tons. |
|---|---|
| **1812.** | |
| Princess Charlotte of Wales | 1016 |
| Broxe Cornebury | 751 |
| Marchioness of Ely | 1016 |
| Morley | 483 |
| London | 440 |
| General Harris | 1373 |
| Bridgewater | 1339 |
| Marquis Camden | 1328 |
| Marquis Wellington | 1030 |
| **1813.** | |
| Lady Melville | 1271 |
| **1814.** | |
| Kent | 194 |
| Saint Helena | 142 |
| **1815.** | |
| Nil | —— |

Nor are there any ships now building in the River Thames.

# HYDROGRAPHY, PILOTAGE, &c.

## ASIA.

### CHINA.

*Directions intended to accompany the Chart of the South Coast of China.* 1808. *By Lieutenants* Ross *and* Maughan, *of the E. I. Company's Bombay Marine.*

[Continued from page 320.]

THE BROADWAY.—*(Continued.)*

IF at anchor in Macao road, and circumstances oblige you to go to the Broadway, with the wind from E. or N. E. the best time to weigh anchor, is at three-quarters ebb. By so doing, a ship will find the flood tide making by the time she arrives at the entrance of the Broadway, where it flows sooner than in the roads. After weighing, direct your course to pass Cow-ow point (which is the one forming the southern side of the Typa, and often named by mistake Carbaretta point); at about a mile, or a mile and a half, to the southward, the depth will be four fathoms and a half, or five fathoms, with a mud bottom. Continue your course to the southwestward, between the small island of Pottoe and the high point that projects off Montania island, forming its S. E. extreme. Pass at such distance as you may judge best by your soundings, observing, that near to it there are three fathoms, and deepening gradually as Pottoe is approached. I would recommend a large ship not to pass farther off the point than a mile and a quarter, or a mile and a half, at which distance you will have four fathoms and a half, or five fathoms, with soft ground. When abreast the point, the Water islands are perceived on with each other, lying a short distance off the west extreme of a bay with a sandy beach, situated on Montania. There are not more than two fathoms and three quarters in this bay, therefore you should not go too near it; but from between Pottoe and the Point direct your course to pass the Water islands, about half a mile or three quarters of a mile to the southward, in four fathoms and a half. Haul round the western island, preserving the same distance and depth: a ship should not exceed one mile to the westward; beyond that the decrease is fast to three fathoms. After rounding the Water islands, steer N.N.W. or half a point more northerly. That course will carry a ship to the west point of Montania, passing Second island at a quarter of a mile distance, and during this run the depth will be five fathoms, increasing as West point is approached to six fathoms, or six fathoms and a half, off which a ship will find good shelter, if she only intends waiting the termination of a gale: if otherwise, direct your course N.N.W. from the point through the fishing stakes near it, towards a rock; (being the eastern one of two that are off the passage through the Typa). There is no danger

to be apprehended from itself, but half a mile on either side the water is shallow. You will have soundings of five fathoms and a half, or five fathoms, from the Point to the Rock, and should pass the latter at one cable's length, leaving it to the eastward of you. Steer N.N.W ½ W. for a mile and a half from hence, when you will be abreast the towers on Mong-chow, in four fathoms and a half or five fathoms, and perceive a church and the bar fort of Macao, through the gap between Mong-chow and its north hillock. This situation will be found good for a ship to anchor at; and was where, in the Discovery, we refitted, and ascertained the rate of her chronometers, in January and February, 1807. From hence the distance to Macao harbour is five miles and a half, and boats are kept in sight on their passage to it. Fresh water is to be procured in a little bay to the northward, under the high mountain, on which is the remarkable stone. It is high-water on full and change days at a quarter past ten o'clock, abreast of Mong-chow, the rise and fall of tide being then a fathom and a quarter. During the neaps the tides are extremely irregular: there are but two strong ones in the twenty-four hours, the other two being weak and of short duration.

Should it be required to proceed from hence further up, a N.N.W. ½ W. course will carry you a mile above Bluff point, in four fathoms and a half or five fathoms. The channel for ships between Mong-chow and the point becomes narrow: you ought not to pass farther off Bluff point than half a mile. Ships requiring more than sixteen feet should wait here for the last of the flood to carry them past Tang-lung-chow, off which there are not more than four fathoms and a half at high-water. From Bluff point steer N.N.W. ¼ W. or so as to pass Tang-lung at about half a mile to the westward. You should not go much farther west, or so near the island as to shut in the north hillock of Mong-chow with Bluff point. When abreast the island, steer N.W. ½ N. or directly for the entrance of the river, keeping about half a mile off Amah-cock or Pagoda point, where the depth begins to increase. As you approach Motoe fort, steer to pass it about a quarter of a mile off; you will have at that distance nine or ten fathoms. From thence direct your course N. W. b. N. or directly towards the point. From one to the other you will have uneven ground or overfalls, between ten and five fathoms, occasioned, as I apprehend, by the tides running through this part in strong eddies. You must not go into the western bay, where the black rock is; but as you approach the point keep a little more northerly, so as to pass it about half or a quarter of a mile to the eastward, preserving the same distance from the western shore, until abreast of the Hong-shan river, when you may anchor, in what depth, under seven fathoms, you may judge proper, observing that the eastern shore has a mud flat extending some distance off it, and that it deepens close to the western.

If you are at the entrance of the Broadway, with a wind that will not admit of your shaping a course directly up, there is room for short tacks between the Water islands and the Rocky islets off Sam-chow, taking care of the latter shore where it is shallow. Between West point and Mong-chow the channel contracts a little, near to the rocks; and if a ship

will not beat, the tides are sufficiently strong to back-and-fill past. The direction of the flood outside depends much upon the winds. With the wind at E. it comes from E. S. E. and from the S. W. at S. The ebb generally runs to the S.W. inside they take the direction of the channel.

The latitude of the towers on Mong-chow (or Ballast island) as observed repeatedly, is 22° 8′ 40″ N.

ISLANDS BETWEEN THE BROADWAY AND ST. JOHN'S.

Tyloo island is high, and is the one on which there is a white spot to the westward, commonly called the mizen. The east end of this island bears from the Great Ladrone S. 79¼° W. distant twenty-six miles and three quarters, is in latitude 21° 52′ 30″ N. and longitude 113° 14′ E.

Between this point and the Broadway lies the part that is marked in the chart as requiring future examination. Close off the point there are seven fathoms water, with soft ground, which depth you will carry towards the small Ladrone, if you keep about four or five miles off the Sam-chow shore, which is shallow at some distance. On the south side of Tyloo island there are two small bays with sandy beaches. The eastern one is Tyloo, and has five and six fathoms close in : the western is Cow-lan, having four fathoms on it, and will afford shelter for a small vessel from the wind at east, by going close in. From the west end of the latter you may walk to the village of that name, where stock can be procured. The tides between Tyloo and Cow-cock are very variable, and depending much on the wind. They generally run in strong eddies, that will prevent a ship steering even with a moderate breeze.

Cow-cock island is high, and extends from east to west three miles and a half, and is without inhabitants. It is the next to the westward of Tyloo, and between the two there are seven fathoms on a mud bottom, gradually decreasing to the Island of Tymong, which fronts the opening. The south-west end of Cow-cock is in latitude 21° 50′ N. and longitude 113° 7′ 20″ E. It has a remarkable rock close to it, which on either side at a distance, may be taken for a boat under sail rounding the point, there is no danger whatever along the south-side, where the water decreases to seven fathoms close to it. On the north-side there are two small bays, which have not sufficient water to admit vessels. The west side of the island is formed by a sharp ridge or hill, lying north and south, which is very steep and affords good cover for ships from the wind at East and North-east. According as you are near the south or north end, you will have seven or five fathoms, water, with soft ground. The tides here run along the shore, and on the springs are strong.

Off the north-west end of Cow-cock, distant a mile and a half, there is a small rocky islot, named Sam-cock, which at low water is joined by rocks to the west end of Tymong. Between the islot and Cow-cock, there is a passage. I have been through twice in the vessels, and had not less than three fathoms and a half. Should you go through there, do not keep near the Tymong side, but near to the western bay on Cow-cock, where fresh water can be procured.

The Wizard Rocks are situated off the south end off Tykam, between the islands of Cow-cock and St. John's. The outer or southern group of these rocks consists of five or six in number, which are thirty or forty feet high. They are in latitude 21° 48′ 20″ N. and longitude 113° 1′ 30″ E. From the outer the summit of the Great Ladrone bore E. N. E. ½E., and the south-west end of Cow-cock N. 54½ E., distant six miles and three quarters. There is no danger near, as they have ten fathom's water and a mud bottom at a cable's length from them. Bearing N. 17° W., and distant a mile and one-third from the outer rocks, is an island named in the chart Great Wizard rock; and two miles distant from it there is a white conical rock, named Inner or Smaller Wizard. Near the great rock there are six or seven fathoms' water, and near the small one five fathoms and soft ground. Between the two, but nearest the small one, there is a rock that is covered at high water. If there is occasion for a ship passing that way, you must keep nearest the large Wizard, where there are five or six fathoms.

Bearing N. 78° 35′ W. from the small Wizard there is another rock, that is visible at all times. I have been near to it in four fathoms, and between the south point of Tykam and the small Wizard four fathoms and a half and five fathoms.

In the space between these rocks and Cow-cock Island the tides are very strong; they rise and fall about eight feet; The soundings decrease very gradually, and when up between the north-east end of Tykam and Sam-cock islot you will have five fathoms. I have not been beyond this point to the northward; but from the ebb tide being so rapid hereabouts, I am of opinion that there is a channel leading to some river further up.

Tykam Island is in latitude 21° 52′ N., and is of considerable height. It is of a darker appearance than the land about it, and in clear weather shews much streaked with red. There is a little bay on its south-end, directly fronting the Wizard rocks, and has two fathoms and a half in it at low water. Close behind the mound of sand that is near the beach there is a very neat little village, and a valley well cultivated. Fresh water may be procured at the western side of the beach, and probably stock at the village, as we saw hogs and poultry in plenty, and were received civilly by the inhabitants. I have been at anchor in three fathoms and a quarter, about a mile off the west side of the island, in very soft ground, and have passed to the northward between it and Toonqua, in the Antelope, where we had no more than two fathoms and a quarter, and cutting a foot through the soft mud.

Lieo-cheo Island is moderately high, of a barren appearance, and without inhabitants. It bears from the outer Wizard rocks S. 39° W., distant four leagues, and S. 66°. W. from the great Ladrone distant sixteen leagues and two thirds. It is in latitude 21° 36′ N. and longitude 112° 52′ 30″ E. and is situated three miles and a quarter to the eastward of the south point of St. John's island. There is a good depth of water close to it all round. It deepens from the Wizards to thirteen fathoms to the north side, and to sixteen fathoms on the south side. The passage between it and St. John's is quite clear and has deep water.

Why-caup is a small but high rocky island, being directly off the southern extremity of St. John's island, in latitude 21° 34′ N. and longitude 112° 47′ 30″ E. It has twelve and thirteen fathoms' water round it to the southward, and a very narrow passage between it and St. John's point,

ISLAND OF ST. JOHN.

The north and south parts of this island have been hitherto delineated as two distinct islands; the northern called San-shan, and the southern St. John's. When coming from the eastward or westward it has the appearance of such, by the land at both extremities being very high, with a large vacancy between, which, on approaching near, will be found to be a low and narrow isthmus of sand, connecting the two, with a bay on each side. Its extent from north to south is about twelve miles, and it shews marks of having been formerly better inhabited. I have been at anchor in eight fathoms at several places along the east side of the island, and in boats sounded close in shore. It is quite free of any danger, except about two miles from the north-east end, where there is a small rock, that is only visible at low water, lying nearly a mile off shore in seven fathoms. It is situated off a bluff point, from which the land runs to the southward, making, as it were, a large bay. The isthmus of land is called Shake-san, and the bay with a long sandy beach, that is to the northward of it, is called Chaw-wan. The tides take their direction along the island, except when it is blowing from the eastward; then the flood comes from that quarter. The north-east extreme of the island bears from the outer Wizard rocks N. 88° W., distant nine miles. Immediately off it, and about three quarters of a mile from the shore, there are some rocks that are always above water.—I have passed between them and the point several times in nine fathoms. and without in five or six fathoms. The north side of St. John's lies about N. E. by E. and S. W. by W., extending eleven miles: there are two small bays in it, but both too shallow for vessels. The western which is the largest and deepest, has only two fathoms and three quarters within the point. These two bays are separated by a narrow peninsula that projects well out between them. There are several small islands in the western one, from which I believe it derives the name of Sam-cheo-tong, or Three Island Bay. I have been on shore at the village, where we procured stock and found the inhabitants civil. All this side of the island is free from danger, and the depth generally has been four and five fathoms. The space between it and the land (that is, about seven miles to the westward) is all soft bottom, and shoals very gradually from St. John's, near which it is deepest.

On the west side of St. John's; about a mile after rounding its south point, there is another, with some rocks off it; having ten fathoms close to them; and between them and another point, two miles and a half off; lie two bays. The southern one is very small, with seven fathoms across its mouth. The next to it is Shittoe bay of Captain Larkins, or Sat-tye bay of the Chinese. At the entrance there are six or seven fathoms, and a small vessel may go farther in, and anchor in four fathoms or three fathoms and a half; but it is too narrow for one of any size without warping in. The bottom of Shittoe bay is divided into two small ones, with sandy

beaches. In the southern one stands a village, that, with several others on St. John's, appears to have suffered much from the attacks of the Ladrones, who often resort here to haul their vessels on shore and bream their bottoms. We could not procure refreshments of any kind, which may probably be attributed to the cause just now mentioned. The hills about Shittoe bay are particularly barren, with large black rocks scattered over their surfaces. Fresh water is procured on the south side. Near the point that is the north-west extreme of the bay, there is a little rocky island, with six fathoms close to it; and immediately off the point there is a rock a little detached, with the same water near it. From this point the land forms a very deep bay, the bottom of which is the low isthmus between the high lands. Ships should not go into it, as it is shallow, but keep nearer to the islands that are to the westward until nearly up with the west end of St. John's, which bears from Shittoe Point N. 18° W., distant four miles and three quarters.

There is another passage between this part and an island lying off the extreme of Haw-chune (or false St. John's), named Wong-kong-chow. There are five and six fathoms in this passage, with soft bottom. It will afford very good shelter for ships in bad weather, and fresh water can be procured on St. John's, in either of the small bays that are near. While we were employed here-abouts we were never at a loss, as we found streams of it in every little bay, besides several falls from the hills near the water-side in different parts of the island.

ISLANDS BETWEEN ST. JOHN'S AND HAW-CHUNE, (OR FALSE ST. JOHN'S.)

Between St. John's island and Haw-chune (or false St. John's) there is a group of islands situated nearest the latter shore: they consist of five in number, have no inhabitants, and are quite free of any danger but what is visible. The northern or inner one of them, lies near the Haw-chune shore, is higher at one end than the other and named by us Lump island. I have been through the channel that is between it and Haw-chune several times in the Discovery and Antelope, and had not less than four fathoms at low water on the spring tides, keeping near Haw-chune as we pass Pipa-chow, which is the next to the southward of Lump island, from which it is separated by a very narrow opening. It is moderately high, and well covered with grass. Off its south end are several rocks that are well above water, extending so as to make a little bay on the west side. There is no danger to be apprehended from these rocks, having four fathoms and a half close to them, and along the east side of Pipa-chow.

The next island to the southward of Pipa-chow is high and very thick with grass. I am not acquainted with the Chinese name for it; but think it well deserves that of Cricket island, from the very great noise of those insects, which you hear night and day when near it. I have passed through the passage between it and Pipa-chow several times, and continued my course between the Haw-chune shore and the islands that are more to the southward, carrying from four fathoms and a half to three fathoms, until I was near the east entrance of Namo harbour.

A small ship, not drawing more than fifteen feet, will find very good shelter between these islands and Haw-chune, in three fathoms or three fathoms and a half at low water with soft ground nearest to the former. In a bay on the latter, fronting the islands, there is the town of Haw-chune, where we have purchased stock and vegetables, and were received civilly by the inhabitants. To the southward of Cricket island, separated by a narrow opening, there is another island, which is the largest of the group: it has high land at each end, and is nearly divided in the middle. I have not been through between it and Cricket island, but had five fathoms and a quarter, when crossing the opening to the eastward.

To the eastward of this island lies the fifth one, which from its appearance is named Round in the chart: and to the southward of it there are a few rocks that are well above water; also a little detached rock, that bears from the island S. by E. ½ E., distant nearly three quarters of a mile, and is in seven fathoms water.

All the space between these islands and St. John's, is free of hidden dangers, having five and six fathoms through it. The tides, in this part, are strong, and rise and fall about eight feet on the springs. During the neaps they are weak and much influenced by the winds.

Haw-chune island (or false St. John's) is the next largest to St. John's. It extends north-east and south-west about eleven miles. The south-west end bears from the south end of St. John's island N. 85° W., distant nearly fourteen miles. It is a high bluff point, having seven and eight fathoms close to it; and is in latitude 21° 35′ 15″ N. and longitude 113° 31′ 30″ E. On the west side, close round the abovementioned point, there are two bays with sandy beaches. Both will afford shelter for small vessels, having three fathoms, and three fathoms and a half in them. A large ship will be well sheltered from the wind at east about a mile off these bays, in five or six fathoms' water, with soft ground. About three miles to the northward of the bays there is a town, named Typan, where stock may be procured. It is not more than ten minutes walk from the northern bay across to Namo harbour, and fresh water may be procured in the southern one.

### NAMO HARBOUR.

Namo harbour, so named from the village of Namo situated therein, is formed by the south-west end of Haw-chune (or false St. John's) to the westward, and an island which I have called Namo island, to the southward. Although small it would prove useful to a ship after sustaining damage, by affording a safe anchorage to refit it. There are two entrances, one to the southward, and another to the eastward. The former is preferable for ships drawing more than sixteen feet water, having six fathoms gradually decreasing as you approach the sandy beach fronting it, and no danger whatever. This passage bears from the Mandarin's cape N. 55° E. distant thirteen miles, and is about a mile and a half to the eastward of the high bluff point which is the south-west end of Haw-chune. It is three quarters of a mile wide, and has a small island lying on the eastern side, that is connected by a few rocks to Namo island, and is named in the Chart, Passage island.

With an easterly wind in a large ship, the best anchorage would be about half way between Passage island and Green point on Namo islands so named from a round mount well covered with grass where you have four fathoms and a half, or five fathoms, soft mud, at low water, according as you have anchored near or far from Namo island. In this situation you will be sheltered by Namo (five hundred and forty-eight feet high) to the eastward, and by the high land on Haw-chune to the northward round to the south west, from whence if it blows hard a long ground-swell rolls in, and it becomes necessary to shift farther in to the western bay.

The eastern channel, having four fathoms and a half at the entrance, gradually decreasing to three fathoms at low water spring tides, although the smallest, would be found the best.

The anchorage I would recommend is abreast sandy beach on Namo island, which forms Green point; not so far in as to open the south entrance, but to see it over the narrow neck of that point. In this situation, you will have at low water on the springs three fathoms, at high four fathoms and a quarter, lie very well for protecting your boats when watering, and although open to the wind from about E. N. E. to E. by S., no swell of consequence can roll in, being prevented by the islands which lie contiguous to the entrance.

There are several watering places about the harbour; but the largest and most convenient is in a sandy bay on Haw-chune, bearing from Green point about N. N. E. where the water comes down close to the beach.

About half a mile to the northward of Green point stands an island, named by us Barren island. Between it and the shore there is a white conical rock, which with Barren island is connected to Haw-chune at low water. In the bay fronting the south entrance, at a little distance in shore, stands the village of Namo, consisting of about a hundred brick houses. At this place stock may be procured in small quantities; at times pine-apples and oranges, and generally fish. The inhabitants are civil and obliging; but it is best to be on your guard when you land at a place like this, where no Mandarins reside, as you may meet with the crew of a Ladrone boat on shore, that may take advantage of your being unprepared, although we have experienced an instance where they did not.

It is about two hours' walk from Namo to Tyhan, a large village situated on the west side of Haw-chune, where a little stock may be procured. When the wind is southerly and blowing fresh, it is difficult to land in the bay where the village is, on account of the surf: you must then land to the eastward of Barren island.

If coming from the eastward, and intending to enter the harbour by the eastern channel, after rounding the little island of Why-caup that lies off the south end of St. John's, steer about W. by N., but more northerly if the ebb is running. That course will carry you towards the rock that lies seven miles from the point of St. John's bearing N. 80½° W. It is about the size of a jolly-boat's hull, has seven fathoms close to it, is never quite covered, and generally breaks considerably. There is an island lying about half a mile to the northward of this rock, which is called Round island in the

Chart: you leave both rock and island to the eastward, steering from the former about W. N. W. for the entrance, distant three miles. In going in, you leave on your larboard hand three or four rocks, that extend off the South-east end of Namo island, about a quarter of a mile; they are always above water, and have seven fathoms close to them.

The longitude of Namo, as determined by good chronometers from Macao, is 112° 34′ 30″ E. The latitude, from repeated observations taken by myself on Passage island, was found to be 21° 35′ 15″ N.

It is difficult to fix the time of High-water precisely, which is between nine and eleven o'clock on full and change days ☾. There is scarce any stream but on the springs, when the rise and fall are about a fathom and a quarter: in the eastern entrance the ebb runs to the eastward, and in the southern to the southward.

[To be continued.]

## PHILOSOPHICAL PAPER.

### VOLCANOS.

THE Peak of Teneriffe is, as almost every body knows, a volcano that seldom desists from eruptions; but of all parts of the earth, America is the place where those dreadful irregularities of nature are most conspicuous. Vesuvius, and Etna itself, are butmere fire-works, in comparison to the burning mountains of the Andes, which as they are the highest mountains of the world, so also they are the most formidable for their eruptions. The mountain of Cotoxopia, described by Ulloa, is more than three miles perpendicular from the sea; and it became a volcano at the time of the Spaniards' first arrival in that country; a new eruption of it happened in the year 1743, having been some days preceded by a continual roaring in its bowels. The sound of one of these mountains is not like that of the volcanoes in Europe, confined to a province, but it is heard at an hundred and fifty miles distance. An aperture was made in the summit of this immense mountain, and three more about equal heights, near the middle of its declivity, which was at that time buried under prodigious masses of snow. The ignited substance ejected on that occasion, mixed with a prodigious quantity of ice and snow melting amidst the flames, were carried down with such astonishing rapidity, that in an instant the valley from Callao to Latacunga, was overflowed, and besides its ravages in bearing down the houses of the Indians and other poor inhabitants, great numbers of people lost their lives. The river of Latacunga was the channel of this terrible flood, till being too small for receiving such a prodigious current, it overflowed the adjacent country like a vast lake, near the town, and carried away all the buildings within its reach. The inhabitants retired into a spot of higher ground behind the town, of which those parts which stood within the limits of the current were totally destroyed. The dread of still greater devastation did not subside for three days, during which the volcano ejected cinders, while torrents of melted ice and snow poured

down its sides. The eruption lasted several days, and was accompanied with terrible roarings of the wind rushing through the volcano, still louder than the former rumbling within its bowels. At last all was quiet, neither fire nor smoke to be seen, or noise to be heard; till in the ensuing year, the flames again appeared with recruited violence, forcing their passage through several other parts of the mountain; so that in clear nights, the flames being reflected by the transparent ice, formed an awfully magnificent illumination.

## SHIPWRECK.

### LOSS OF THE QUEEN CHARLOTTE.

ON the evening of Friday, the 27th of January, 1815, the Queen Charlotte, a West-India vessel, bound from Greenock to Jamaica, was driven ashore, during a strong gale of wind, accompanied with a heavy fall of snow, among the islands of Scilly, where she was lost, with three passengers and one seaman. Fourteen of the crew having lashed themselves to a mast, were hurled upon a desolate rock, where they remained, during the night, without food, without clothing, and exposed to the severities of the most inclement weather, the sea making frequent breaches over them!

On Saturday, the 28th, the crews of numerous boats from the islands attempted to rescue those unfortunate men from their perilous situation; but so resistless was the force of the storm, that after many ineffectual endeavours, they were compelled to return; and the distressed mariners were obliged to pass another dreadful night in that exposed situation, and under the severest privations.

With the dawn of the Sabbath, some prospect of saving the unhappy people appeared; and the most resolute exertions were consequently made by the Islanders. The crew of a stout rowing boat, after braving every danger, succeeded in reaching the perilous place, and in effecting the preservation of five of the almost-famished men. Encouraged by this success, they made a second essay, when, having rescued a poor negro, and being in the act of securing several others of the crew, a heavy wave, bursting with tremendous violence upon the boat, overwhelmed it, and hurried two of the gallant Islanders into eternity!

The loss of their brave associates did but check for a moment the generous spirit of the natives. They renewed their humane exertions; and, by indefatigable perseverance, happily succeeded, with the aid of Providence, in saving FOURTEEN LIVES.

The persons who perished in their laudable endeavours to save the crew, were Charles Jackson and James Tregarthen, two pilots belonging to Scilly. The former has left a widow—who is on the point of becoming a mother—to deplore his loss; the latter, recently emancipated from a French prison, after a captivity of nearly nine years, had but just returned to the arms of his wife, and a family of eight young children, when he was, by this lamentable catastrophe, torn from them a second time, never to return!

# NAVAL LITERATURE.

*Oriental Commerce, &c. By* WILLIAM MILBURN, *Esq.*

[Continued from page 328.]

BEECH DE MER; or, sea-slug, is an article of trade from the eastern islands to China, where it is considered highly nourishing, and is used in soups, &c. It very much resembles the large garden-slug in appearance, but is considerably larger, some weighing half a pound each. It is of two kinds, the black and white; the black is what we commonly see, and is reputed the best; the white is larger than the black, and one particular kind of it is said to be more esteemed in China. It should be chosen in large pieces, well dried, and care taken that the worm is not in it.

Birds' Nests are much celebrated as a peculiar luxury of the table, especially amongst the Chinese; they are found in coves on the sea-coast of Sumatra, more particularly towards its southern extremity; on the island of Java, and on many of the eastern islands. The bird which constructs them, resembles the swallow. The nests differ from each other in size, thickness, colour, and weight; their diameter is commonly three fingers in breadth at the top, and their perpendicular depth in the middle seldom exceeds an inch. The substance of these nests is white, inclining to red, somewhat transparent; their thickness is little more than that of a silver spoon, and their weight is from a quarter to half an ounce. They are very brittle, and have a shining gummy appearance internally when broken, and are wrinkled or slightly furrowed on the surface. They are of three denominations; *viz.*

Head.—The cleanest and best are almost as white as writing-paper, and as transparent as isinglass, having only a few downy feathers hanging about them. This is the kind which suits the China market, and is the only sort which should be taken. In purchasing them, be careful that they are perfectly dry: if so crisp as to break, it is the better, because they then weigh light; they are frequently damped to make them heavy, and are then tough and pliable. They are generally packed one with another to the length of twelve or fifteen inches, and secured with split rattans to prevent their breaking. Always open the bundles before you weigh them, or you will have a good deal of dirt amongst them.

"Belly are of a darker colour, yellowish, but clear of dirt, and may with pains be made nearly equal to the head, by picking out the feathers, washing the dirt off, and laying them in the dew at night; but if left in the sun, they grow yellower, and spoil.

"Foot are very dirty, and dark coloured, having many feathers in them; this sort should be rejected, as they are not saleable in China.

"On the island of Java alone, about twenty peculs are annually procured and sent to China; they are sometimes brought in small quantities to Europe as presents."

*Cajeputa Oil.*—The tree which furnishes this oil is found in the Moluccas, and other islands in the eastern seas. It is a medicine in great estimation amongst the Malays, and is said to be obtained by distillation. The best is procured at the island of Bouro; it is generally of a greenish colour, but sometimes nearly white, and clear; very limpid, lighter than water, of a strong volatile smell, resembling

camphor and cardamums mixed, and a strong pungent taste like that of the latter. It is said, that if a drop of genuine cajeputa oil be rubbed on the temples, it will occasion a pungent pain in the eyes. That which is dark-coloured, and not perfectly soluble in spirits of wine, should be rejected. It is sometimes imported as an article of trade. In the March sale of 1807, 1102 ounces sold for 240*l.* "The permanent duty on cajeputa oil is 1*s.* 6*d.* *per* oz., and the war duty 6*d.* *per* oz."

Since this book has come under our review, we recollected to have seen a very detailed medical description of this essential oil: and, in as much as our own personal experience leads us to attribute some very beneficial qualities to it, we have used our endeavours to procure a copy of the same, which we are glad to present to our readers; it is entituled

*Essence of Kayou-Pouti;* or, of the White Tree, a new Medicine from the East Indies, being a native Remedy for Disorders of the Skin, and particularly for those of Rheumatism and Gout, produced by a Morbid State of Humours retained in the Body, from a Defect of Power in the Cutaneous System, to keep up the Regular Evacuation, which this Essence promotes.*

The benefits reaped by using this essence, arise from its peculiar qualities, which chiefly are stimulant, penetrant, deobstruent, and emollient, with another diffusive virtue, not easy to define. It has a small degree of inherent heat, raising a mild glow through the part to which it is applied, acting kindly upon the nerves, and calming their irregular motions. Its general effects are, that, where applied, especially with gentle friction, it softens the skin and mollifies the part; opens the pores, and the extremities of the small vessels through which nature discharges both healthy and unhealthy humours, as well as common perspirable matter. Taken inwardly, it has a diffusive effect, spreading like a vapour upon the affected bowels and inward parts; and, acting from within outwardly, it jointly operates in aid of outward application. The number of disorders this essence abates and cures, is extensive.

1st. Those that belong to the surface of the skin; as, scurvy, rashes, eruptions, spots, roughnesses (even of the face), pimples, heats, stains from jaundice, and of old sores; chaps, chilblains, kibes, and frost-bitten toes.

2d. Those that are more than skin-deep, although they appear in outward swellings, tumours, and indurations, they are softened and resolved by the penetrancy of this essence, which pervades the muscles, membranes, and teguments, and reaches the inward parts, thereby curing spasms, cholics, flatulences, and likewise cramps, if taken warm inwardly, and with assiduity. Common sprains of limbs are gradually restored, and inward sprained muscles recover their elasticity

Disorders and indurations of the liver, and other bowels and glands, receive benefit from the stimulant and penetrant operation of this essence; and there is little doubt of its resolving lumps and obstructed glands in women's breasts, when used inwardly and outwardly; and with great prospect of success, when taken constantly, in an early state of the ailment, before the glands become schirrous and cancerous.

3d. Those that attack the muscles and the joints, producing inflammation, swellings, and distressing pains, such as the rheumatism and gout, the lumbago

* An orthography that seems to us to represent, in English, the vernacular pronunciation of the name better than Mr. Milburn's *cajeputa*. (Editor).

and sciatica, they soon receive ease by steady application; when, for the latter, obstinate gouty persons are prevailed upon to make gentle and safe trials, they will continue them with confidence.

4th. Such ailments, as head, face, tooth, and ear-ach; deafness, swelling of glands about the neck and throat; likewise those that inwardly become schirrous in the fundament; and the piles are reduced and removed by repeated and proper application, set forth in directions separately given.

All these disorders seeming numerous, and apparently different, yet arising from similar causes, as colds, obstructions, and retention of morbid matter in the parts, are still relievable by the penetrant and deobstruent qualities of this simple remedy, celebrated for its virtues in eastern countries, while hitherto almost unknown in this; where, from the number of panaceas and nostrums obtruded upon the public, it runs a risk of sharing their fate if disregarded, and supposed exaggerated in Commendation; but as the peculiar pretensions of this essence, which is not a compounded medicine, go no farther in its operations than to soften and penetrate the cutaneous teguments, to open the pores and the orifices of the capillary vessels through which the humours of the body are discharged, it claims some confidence in those few, but certain effects: which, when become known, will allow this essence to be considered a bounteous gift of nature, to relieve such evils under which the human frame so often cruelly labours; and these appearing to be the means ordained, this remedy has a right to be considered, in its line, a valuable acquisition to the present practice of physic.

In turning over the pages of the volume now before us, we find many articles that we could wish to extract for the amusement of our readers, but having already given more than we originally intended, we must confine ourselves to the selection of a few others, which we conceive of peculiar interest.

Birds of Paradise.—In this part (the island of Mysol) are to be met with various kinds of birds of Paradise. The Portuguese first found them on Gilolo, the Papuan Islands, and New Guinea. Fabulous accounts mention that this bird had no legs, and was constantly on the wing in the air, on which it lived; in confirmation of which, the legs of these birds were cut off when offered for sale; but the Papuans, who resort yearly to Banda, have undeceived the Dutch and freed them from those prejudices. Another reason for cutting off the legs is, that the birds are found more easily preserved without them; besides, the Moors want them without legs, in order to put them in their helmets as ornaments.

These birds are valuable, and extremely well suited for an ornament of dress, both by their lightness and beauty; they are employed for the same purpose as the feathers of the ostrich. These are the seven species of birds of Paradise described by Valentyn:—

I. The large bird of Paradise is commonly two feet four inches in length; the head is small, the bill hard and long, of a pale colour. The head and back of the neck is lemon-coloured, but about its little eyes black; about the neck, the bird is of a bright gloss emerald green, and soft like velvet, as is the breast, which is black or wolf-coloured. The wings are large and chesnut; the back part of the body is covered with long straight narrow feathers, of a pale brown colour, similar to the plumes of the ostrich. These feathers are spread when the bird is on the wing, which is the cause that he can keep very long in the air. On both sides of the belly are two tufts of stiff and shorter feathers, of a golden yellow, and shining. From the rump proceed two long stiff shafts, which are feathered on

their extremities. They come always in flocks of thirty or forty, and are led by a bird which the inhabitants call the king, distinct from the little king bird. This leader is black, with red spots, and constantly flies higher than the rest of the flock, which never forsake him, but settle as soon as he settles—a circumstance which becomes their ruin when the king lights on the ground, from whence they are not able to rise, on account of the singular structure and disposition of their plumage.

The natives catch them with bird-lime and in nooses, or shoot them with blunt arrows; they then cut their legs off, draw the entrails, and fumigate them, and sell them at Banda for a rix-dollar a-piece; whereas, at Aroo, one of these birds may be bought for a spike-nail, or a piece of old iron.

II. The small bird of Paradise is about twenty inches long; his beak is lead-coloured, and paler at the point; the eyes small, and enclosed in black; about the neck is green, like an emerald; the head, and back of the neck, are of a dirty yellow; the back, of a greyish yellow; the breast and belly, of a dusky colour; the wings, small and chesnut-coloured. The long plumage is about a foot long, and paler than in the larger species, as in general the colours of this small bird are less bright. The two long feathers of the tail are constantly thrown away by the natives. This is in all respects like the greater sort; they follow likewise a king, or leader, who is however blacker, with a purplish cast, and finer in colour than the rest; though this bird is also different from the third and fourth black species. This kind is found only in the Papua Islands.

III. The large black bird of Paradise is brought without wings or legs for sale, so that of this species it is difficult to give an exact description. Its figure, when stuffed, is narrow and round, but stretched in length to the extent of four spans. The plumage on the head, neck, and belly, is black and velvet-like, with a hue of purple and gold which appears very strong. The bill is blackish, and one inch in length; on both sides two bunches of feathers, which have the appearance of wings, although they are very different, the wings being cut off by the natives. The plumage is soft and broad, similar to peacocks' feathers, with a glorious gloss and greenish hue. The feathers of the tail are of unequal length; those next to the belly are narrow, like hair; the two uppermost are much longer, and pointed; those immediately under them, are above a span and a half longer than the upper ones; they are stiff on both sides, fringed with a plumage like hair: black above, but glossy below. Birds of this kind are brought from no other place than New Guinea. The inhabitants carry them to Salwatty in hollow tubes of bamboos, and sell them for small hatchets or coarse cloth.

IV. The smaller black bird of Paradise.—The plumage of this bird is equal in length with that of the above, but thinner in body, black above, and without any remarkable gloss, not having those shining peacock feathers which are found on the greater species. This wants likewise the three long pointed feathers of the tail, belonging to the larger black species of the bird of Paradise. The inhabitants of the mountains of Mysol shoot these birds and sell them to the people of Tidore.

V. The white bird of Paradise is the most rare; it is of two species, the one quite white, the other black and white. The first sort is very rare, and in form like the bird of Paradise from Papua. The second has the fore part black, and the back part white, with twelve crooked wiry shafts, which are almost naked, though in some parts covered with hair. This species is very scarce, and only to be procured by means of the people of Tidore, since it is found on the Papua Islands.

VI. The unknown black bird of Paradise.—In the year 1689, a new species

was seen at Amboyna, carried from Mysol, only one foot in length, with a fine purple hue, a small head, and straight bill. As on the other birds of Paradise, on its back near the wings, are feathers of a purple and blue colour: but under the wings, and over all the belly, they are yellow-coloured, as in the common sort; on the back of the neck they are mouse-coloured, mixed with green. It is remarkable in this species, that there are before the wings two roundish tufts of feathers which are green edged, and may be moved at pleasure by the bird-like wings. Instead of the tail, he has twelve or thirteen black naked, wire-like shafts, hanging promiscuously like feathers. His strong legs have sharp claws, his head is remarkably small; the eyes are likewise small, and surrounded by black.

VII. Gilolo, the king bird of Paradise.—This bird is about seven inches long, and somewhat larger than the titmouse. Its head and eyes are small, the bill straight, the eyes included in circles of black plumage; the crown of the head is fire-coloured, the back of the neck blood-coloured, the neck and breast of a chesnut colour, with a dark ring of the brightest emerald green. Its wings are, in proportion, strong, and the quill-feathers dark, with red shining plumes, spots, and stripes. The tail is straight, short, and brown. Two long naked black shafts project from the rump, at least a hand's breadth beyond the tail, having at their extremities semilunar twisted plumage, of the most glaring green colour above, and dusky below. The belly is white and green, sprinkled; and on each side is a tuft of long plumage, with a broad margin, being on one side green and on the other dusky. The back is blood-red and brown, shining like silk. The legs are in size like those of the lark, having three fore-toes and one back one. This kind is chiefly brought from Aroo, where it is occasionally worn as an ornament by the natives.

Indian ink; or, China ink, is an artificial preparation in small quadrangular lakes, generally marked with Chinese characters, and sometimes handsomely painted; it is said to be prepared from lamp black. It should be chosen to appear glossy; when broken, of a bright black, not brown and dull; when wetted and rubbed on the nail, it should feel smooth, free from sand, and other impurities, and have a perfumed agreeable smell. It should readily become diffused in water by rubbing, and the blackness remain suspended, and not settle to the bottom, unless it stands a considerable time.

Ostrich feathers.—The feathers of the ostrich are divided into loose silky filaments. The long white plumes of the tail have always been highly esteemed. The feathers most admired, are those which are plucked from the bird when alive, and are known by this property:—that the quill contains a moist substance, whilst those that are pulled after death are dry, light, and liable to worms.

The short feathers are most esteemed for female dresses. Those from the Cape of Good Hope are not considered so good as those from Barbary; they are of a better colour, but not so perfect in the flue or feather, and run thin and ugly. The best are of a buffish tinge; the grey and coloured are used for dyeing. The stalks of the large feathers are heavy, and the edges of the feathers broken and hairy; these are of little value, and should be rejected.

Paddy-bird feathers somewhat resemble those of the ostrich, but are much finer; they are of a cream-colour, and should be chosen with their tops not broken, the sides or flue perfect, and the stem not bent; the larger they are, the more esteemed.

[To be continued.]

*A Voyage Round the World in the Years* 1800, 1801, 1802, 1803, *and* 1804, *in which the Author visited Madeira, the Brazils, Cape of Good Hope, the English Settlements of Botany Bay and Norfolk Island, and the principal Islands in the Pacific Ocean, with a Continuation of their History to the present Period.* By JOHN TURNBULL. Second Edition [with numerous Additions]. Pages 532, 4to.

WERE our books of travels equal to our books of voyages, we should not only possess an incomparably more correct knowledge of nations than any other people on earth, but also have talents and habits of accurate discrimination and sound judgment almost unknown among other Europeans. Unfortunately, this has not hitherto been our lot; while our seamen produce volume after volume of the most valuable and authentic intelligence, and evince a quickness of perception, a correctness of judgment, and profound knowledge of the human heart, its passions and prejudices, our land travellers, with a few exceptions, are multiplying absurdities, vulgar prejudices, illiberal suspicions, superficial conjectures, and drawing general conclusions from solitary cases. It is indeed a fact, that the sound judgment, and the incomprehensive knowledge of our navigators, never appear to greater advantage than when contrasted either with the works of our own travellers or those of foreigners. The civilized world owes nearly all its actual knowledge of the geography, commerce, and civil history of our globe, to British seamen. To be convinced of this, we need only turn to the best foreign compilations on these subjects, and there see that nearly all the important facts and observations are copied from the works of English navigators. We may also compare our British with foreign voyages, and hence be convinced of the clear, decided superiority of the English mind. Perhaps, indeed, the means necessary to acquire that habitual fortitude which is essential to seamen, are well calculated likewise to favour the progress of reason and improve the judgment.

These preliminary observations will be fully exemplified in the course of our analysis of this volume, which has now been either entirely or partially translated into all the European languages. Mr. T. has considerably extended his account of Madeira, and added some very important observations to his former remarks on Brazil. As a true merchant adventurer, to use the language of the Elizabethan age, his inquiries and reflections are chiefly directed to the means and the objects of commerce with that extensive and interesting country. His facts and observations cannot fail to benefit both the Portuguese and English governments, whether in war or peace, if duly appreciated and adequately applied. But of this hereafter.

In the preface it is said, "as the author spent much of his time within the tropics, he has paid particular attention to the Society and Sandwich Islands; those very tracts of land which the celebrated Cook explored, and whose account of the singular and simple manners of the inhabitants had excited much curiosity and tender interest. In these islands the reader will perceive a wonderful contrast in the genius and disposition of the two

nations. Whilst the Sandwich islanders are making rapid advances towards civilization and a knowledge of the mechanical arts, the natives of the Society Islands, for whom nature may be said to have exerted her utmost efforts, by a strange fatality, have lifted up a high hand to counteract her intentions.

" The Author has endeavoured to depict the distinguishing features of the history of those countries, and the changes which have taken place in their circumstances; to the present period."

After fitting out a vessel for a voyage to the N. W. of China, our voyagers took their departure and touched at Madeira. We shall notice the author's description of this well-known island, merely to show how he depicts objects. He states, on the authority of an old officer, a sunken rock (28 leagues N. by W. from Porto Santo), which is even with the surface of the water, extending from latitude 34°. 30′. to 34°. 45′., or 5 leagues from N. to S. and 3 from E. to W. Other changes, however, have since taken place in that part of the ocean, and an island has arisen there from a volcano since Mr. T. visited it. Although Porto Santo is lower than Madeira, it can be seen in clear weather from 12 to 14 leagues distant, and is distinguished from the latter by its peaked and uneven aspect.

" The appearance of Madeira," observes Mr. T., " is that of a continued mountain, extending from E. to W., covered with a rich profusion of trees. As it is approached from the E., there is an opening resembling the segment of a circle, the concave part being opposed to the spectator. Amongst the trees which cover the surface, are the cedar, dragon, chesnut, orange, lemon, fig, citron, banana, and pomegranate trees; and the whole scenery having a never-fading verdure, is peculiarly refreshing to the eye and the imagination. Perhaps our pleasure was the more heightened by the striking contrast of the scene before us, with the country we had lately left, whose putrid and condensed atmosphere is so different from the spectacle which nature exhibits here. I had heard so many picturesque descriptions of this garden of the world, as it has been termed, that I was anxious to visit it, and a favourable opportunity presenting itself, I availed myself of it.

" The attractive aspect of the city, which skirts the margin of the bay, the romantic scenery of its environs, the peculiar whiteness, and apparent cleanness of the houses, with the variety of plantations and evergreens, very sensibly impressed my imagination. Previous, however, to any intercourse, it is customary to receive a visit from what is termed a health-boat, in which is a medical gentleman, and one or more of the most respectable inhabitants, to ascertain the health of the ship's company, the small-pox being much dreaded here. Being satisfied upon this score, intercourse is immediately allowed.

" Funchal, the largest and most populous town of the island, is most beautifully situated on the south side of the declivity of a hill, facing the sea; the houses rising gradually above each other till they reach the summit of the first range of hills, where the prospect is bounded by another range, planted with vines and fruit trees, and adorned with country houses

and gardens. From hence, looking towards the bay, another very interesting spectacle presented itself—a fleet of shipping under sail, an object which is always necessary to give any thing of picturesque effect to the ocean.

" It was now ten in the forenoon of as bright a day as the meridian glory of a southern sun ever produced to cheer the heart of man. The vineyards yet retained on their leaves some of the morning dew; the face of the island in many places was clothed with tropical shrubs; the orange, melon sugar cane, and banana, gratified more than one sense by their hue and fragrance. The spectator, however, has here likewise to encounter a disappointment which too frequently occurs from the nearer view of a scene which had appeared in very high colours at a distance. The external and internal condition of many of the houses but very ill accord; they are utterly devoid of all taste and convenience; no furniture but broken chairs and stools, and a few vile pictures suspended against the bare walls. Instead of glazed windows, are a kind of lattice, hung upon hinges, which they lift up and down as well as the craziness of the work will allow them. Some exceptions, however, must be made to this observation, as the houses of the English residents, and of the genteeler kind of people, are in good repair, and have the superior advantage of glazed windows. The streets, moreover, are narrow, and very much neglected; even the principal one, leading up the hill, was very much incommoded by large massy pieces of stone, deposited there by torrents of rain, which at some time or other had severed them from the mountains. These formed a perfect maze of zigzags, so as to hem in the passenger to a narrow space on each side. What concerned every body concerned nobody. No one thought of removing these nuisances, or forming any thing of a shore or channel."

Having reached Brazil, and surmounted some little commercial jealousies which are now happily removed, the author indulges his reader with a lively and accurate description of St. Salvadore.

" Our passage through the torrid zone was indeed singularly tedious; and the vessel being new, and therefore unseasoned, was in a very leaky state. These circumstances induced us to bear up for St. Salvadore, that the vessel might have the necessary repairs, previously to entering into high latitudes.

" At midnight of the 29th of August, we saw the land bearing N. W. to W. and by N. distant four leagues, and hove-to till the morning. At day-light we made sail towards the harbour, which lies in latitude 12°. 59′. S. Longitude 39°. 23′. W.

" The bay of All Saints may be approached by vessels without difficulty. Its entrance is wide and capacious, about nine miles across; and at a little distance having the semblance of an immense lake, extending as far inland as the eye can reach. Having proceeded some way, a fort named St. Antonio, situated on a peninsula on the right-hand side, presented itself, being a kind of advanced post for the defence of the harbour. From this fort, the first intelligence of the arrival of any shipping is conveyed to the town by signal. The distance from hence to the town is between three and four

miles, still on the right, and nearly the same to the place of anchorage. In this anchorage there is a choice of water, from 10, 8, 7, 6, and 5 fathoms, in clear ground, directly fronting the town of St. Salvadore.

" Knowing the partiality of the Portuguese for pomp and parade, and thinking that it might render our reception so much more agreeable, as it seemingly added to our personal importance, we saluted the fort Do Mar with nine guns; a fort isolated from the main, and mounting a double battery for the protection of the port. They returned this salutation with five only.

" On our arrival at this port, various were the conjectures of the inhabitants with respect to our vessel, and the design of our voyage: a circumstance which, in part, arose from our near resemblance to a cutter brig. Some considered us as a French spy, on a reconnoitering voyage to the ports and coasts; and none were more busy in diffusing this report than a mongrel Irishman, the commander of a packet in the Portuguese service. The most general opinion was, that, under the disguise of a merchantman, we were in fact a British ship of war, and had entered the port for no other purpose than that of examining the number and force of the Spaniards in the harbour. This story was as readily believed by the Spanish captains, who, to the number of seven, were in the port. Their terror removed every appearance of improbability; they imagined that not less than 70 or 80 of our crew were concealed under our hatches, and resolved not to venture too near us.

" These opinions soon reached the ears of the viceroy, and caused him to send a message, summoning us to the palace on the following morning. In the mean time an officer, and a strong military guard, were stationed on board; and as if this was insufficient, a guard-boat on each side of the vessel: it was thus impossible for us to move even a foot from our station.

" Immediately upon our anchoring, the chief officer of a Brazil ship lying in the bay came off to us, and kindly offered his assistance to conduct us into a better anchorage. For this act of kindness, as it wanted the authority of the government, he was sent to prison, and not set at liberty till the day before we had sailed. One of the custom-house officers, accused of some inattention and defect of established rigour, was punished in the same manner. To what must this severity be attributed? To nothing but the jealous timidity of the government at this period, and to a habit of feeling, thinking, and acting, common to all despotisms; a contempt of individual liberty and rights, an under-valuation of every thing that is dear to the individual compared with the slightest, or imagined interest, of the government.

"As a very great indulgence, we were permitted to receive the visit of one of the officers of the Queen East Indiaman, and thus learn the unfortunate fate of that ship; which, having caught fire, had burned to the water's edge, the whole cargo and many lives being lost upon the occasion. This gentleman was left at St. Salvadore to take charge of any treasure which might perchance be recovered; but finding that such recovery was impossible, he had engaged his passage home in a prize belonging to a whaler, and was now only detained by the terror of the prize-master, lest upon his leaving the har-

bour the Spanish captains should execute their threats of reprisal. Our arrival here, therefore, proved a circumstance equally fortunate for each of those gentlemen; we were now more than a match for the Spaniards, and they were sufficiently conscious of it not to renew their threats.

"In answer to our inquiries as to the circumstances of this capture, the prize-master informed us, that having fallen in with the ship on the coast of Brazil, they had given an immediate chase; and that the Spaniards, abandoning their vessel and removing their treasure, thirty-seven thousand dollars, into the launch, had made all despatch towards the shore. With a foresight justified by the event, the captain of the whaler, disregarding the ship, followed the launch; and having overtaken and compelled her to surrender without resistance, secured the booty and returned to the ship. Of this they took quiet possession, and found her of no inconsiderable value, being laden with copper and hides. The vessel was ordered for St. Helena; but from some damage to her rudder, and other accidents, had been compelled to bear up for St. Salvadore.

"The Spanish captains in the harbour, as may be well imagined, felt a common interest in this event; and had accordingly threatened, and, I believe, actually resolved to unite their force together, and re-capture the whaler's prize. The prize-master anxiously sought our protection. He added, what we had already learned from the officer of the Queen Indiaman, that a very strict intimacy, and a co-operation not well suited to a neutral power, existed between the Portuguese and Spaniards, and that the English ships would be grossly deceived if they entertained any confidence of a fair and equal treatment in any of the Portuguese ports on the Brazil coast.

"The prize-master was now permitted to leave the port uninterrupted. As our boats passed and repassed, the Spaniards saluted us with a singular civility, at least as contrasted with the acrimony of the mutual abuse which passed between us.

"On the following morning we were occupied some time in preparing for our visit of ceremony to the governor. Previously to our departure, the vessel underwent a thorough search from the officers of the customs and the guard-boats. A black Creole of the island of St. Thomas, and a captain in the Portuguese service, received us on landing, and offering his services as an interpreter, in other words as a spy, conducted us to the palace. He had a medal suspended from one of his button-holes, which he informed us had been presented to him by the Prince of Brazil, and of which he appeared not a little proud.

"It struck me forcibly that this appendage was displayed solely with a view of striking us with his consequence. On our arrival at the palace, for thus is the residence of the viceroy termed, we had to wait some time before his excellency could honour us with an audience, whether that the Portuguese ceremony thus required, or that a grand levee of officers was in the act of paying their morning respects. We were at length ushered into the drawing-room, and the presence of the governor: he is said to be a member of the royal family of Portugal, and of a true Portuguese ap-

pearance and habits. He was dressed as a general in the service, and received us with the characteristic ceremony and haughtiness of the court of Lisbon. He addressed us in good English, and questioned us in a manner which appeared to indicate much suspicion.

"Nothing could be more wearisome than the minute and jealous examination to which we were compelled to submit. Again and again were our papers, journal, and log-book, and every other document, examined, as well by his excellency as his attendant officers. The conclusion confirmed us in what we had heard of the unjust preference given to our enemies; for, whilst the Spaniards in the harbour were lading and unlading as deliberately, and as much at their ease, as if they were in Cadiz itself, his excellency informed us that we must make all our necessary repairs in four days, and at the expiration of that period leave the harbour. Remonstrance was useless—the order was absolute.

"Some further circumstances occurred to convince me that a clandestine intercourse, very prejudicial to the interest of Great Britain in time of war, is maintained between the Spaniards and Portuguese; a circumstance so contrary to a fair neutrality, that I have no doubt that many of the ships from Brazil might be safely detained by our cruisers.

"In the afternoon we received a hasty visit from our Creole linguist, to congratulate us upon a victory obtained on the coast over the French by some English ships. He urged us strongly to fire a salute according to the custom of the Portuguese upon similar occasions; but as his information was only general, we did not deem it entitled to this feu-de-joye.

"This report, however, was afterwards confirmed. The Belliqueux and her convoy had taken two French frigates, and given chace to a third, a squadron that had much infested the Portuguese trade.

"In our visits on shore we made the best use of the liberty allowed us, and threw our eyes around us in search of such objects as usually attract the attention of strangers.

"This city is large and populous, and appears divided by nature into an upper and lower town. The upper town is seated on the summit of an eminence; it commands an uninterrupted view of the bay and harbour of All Saints, the sea and clouds alone terminating the boundless prospect. The upper town is the seat of the viceroy, the civil and military officers, and principal merchants; whilst the lower town, which contains the wharfs, store-houses, and custom-house, is for the most part occupied by inhabitants of the inferior order, retail tradesmen, adventurers, and persons following mechanical trades.

"The houses have latice windows and balconies, but the streets in many parts of the town are so narrow, that two neighbours in opposite balconies might almost shake hands. The population is estimated at from 90 to 100,000. The inhabitants may be classed into three divisions, whites, mulattoes and blacks, of which the latter is by somewhat the largest.

"In passing through the town, my attention was particularly taken by a row of cabarets, or small shops, very similar to Exeter Exchange, each

having an assortment of gold, silver, and jewellery articles; diamonds, topazes, amethysts, chrysolites, and emeralds, infinitely more valuable for the materials than for the workmanship, a circumstance characteristic of this country as distinguished from those of Europe. There was nothing of finishing, neatness, or scarcely polish; however fine might be the substance, they had a coldness and a clumsiness, as if made of lead or pewter. In such of these articles as profess an imitation of the human figure they have no idea of carrying into them any of the skill of the statuary; they imitate them with about as much taste as the Chinese. They are lapidaries only fit for brick-work.

" The town of St. Salvadore, next to that of Rio Janeiro, is the most active, with regard to its trade, of any on the coast of Brazil. The commerce to the mother-country, considering the characteristic indolence of the Portuguese, is very brisk; and as the diamond mines require a numerous and constant supply of negroes, there is a considerable trade to the coast of Africa for this human merchandise. It must be confessed, indeed, that the diamond mines could not be worked without these slaves, but perhaps diamonds, however valuable, are thus purchased at a price too high.

" In the dock-yard, a ship of 64 guns, named the Principe de Brazil, was on the stocks: it was built of the country wood—a wood of a species of the Indian teek, and undoubtedly much stronger than any European oak. The iron, pitch, and tar, I understood to have been brought from Lisbon, the policy of the parent-country requiring every thing wrought or manufactured to be imported from thence, a circumstance but little felt as long as the paucity of workmen, and other sources of wealth to the adventurer, prevent the establishment of manufactures; but should the industry of the colony ever increase, and the improvement of agriculture augment the stock of raw materials, the practice of this selfish policy will not long remain.

" Like all other new and unbroken countries, there is a greater want of workmen than of materials. If carpenters or shipwrights were in greater numbers, vessels might be very cheaply built, from the great abundance and quality of the timber. The forests of the Brazils are not excelled, perhaps not equalled, by those of Europe. The trees mostly used for ship-building are known by the country-names of Sipipira, Peroba, and Loura, whilst the Brazil fir, the different kinds of cedar, &c. may be used for deck-plank, and the trees of the fir genus are well suited for ship masts, and are used for that purpose by the Portuguese. Experience, however, is the best test of the value of Brazil timber, and experience is much in its favour, as the Portuguese vessels, built wholly out of these forests, are infinitely more durable than English mercantile vessels.

[To be continued.]

# Poetry.

## ODE.

The following Ode was written by a Student, and sung in the hall at the late celebration of Peace at Harvard University. "We not only welcome it," says the Editor of the *Columbian-Centinel*," published at Boston, "as a brilliant display of talent and genuine poesy, but as partaking largely of the true spirit of the American spirit of independence, in a cordial reciprocation of sentiments, adapted to cherish Peace and perpetuate Friendship between independent nations, nearly assimilated in language, manners, laws, and religion. The second verse contains a happy allusion to our country's double glory—its *Navy* and *Commerce*; and the third points to the national *insignia* of Great Britain—the *Cross* of St. George and the *Lion*, emblems of Faith and Prowess, as opposed both to infidel and civil adversaries."

COLUMBIA and BRITANNIA
Have ceas'd from warfare wild;
No more in battle's rage they meet,
The parent and the child.
Each gallant nation now lament
The Heroes who have died;

But the brave, on the wave,
Shall yet in friendship ride,
To bear Britannia's ancient name,
And swell Columbia's pride.

The flag-staff of Columbia,
Shall be her mountain pine;
Her Commerce on the foaming sea,
Shall be her golden mine:
Her wealth from every nation borne,
Shall swell the ocean wide,

And the brave on the wave, &c.

To Britain's Faith and Prowess,
Shall distant nations bow;
The Cross upon her top-mast head,
The Lion at her prow.
No haughty infidel shall dare insult,
No infidel deride;

For the brave, on the wave, &c.

For now the *kindred* nations,
Shall wage the fight no more;
No more in dreadful thunder dash,
The billows to the shore:
Save when in firm alliance bound,
Some common foe defied;

Then the brave, on the wave,
Shall there in friendship ride;
To bear BRITANNIA's ancient name,
And swell COLUMBIA's pride.

## STANZAS.

BY A YOUNG LADY OF DELAWARE.

STAR OF PEACE, to wanderers weary
Give the beam that smiles on me;
Illume the Pilot's visions dreary,
Far at Sea.

STAR OF HOPE, gleam o'er the billow,
Bless the soul that sighs for thee;
Bless the Sailor's lonely pillow,
Far at Sea.

STAR OF FAITH! when winds are mocking
All his prayers—he'd flee to thee;
Save him! though on dangers rocking,
Far at Sea.

POWER ALMIGHTY! safely guide him,
To the shore he lov'd for me:
Long tempestuous waves have tried him,
Far at Sea.

## THE DEPARTURE.

CHANGEFUL is fortune, changeful battle's strife,
But, ah! more changeful is a sailor's life.
Sometimes, with close-reef'd top-sails snug he scuds,
Nor fears the dangers of the angry floods:
Sometimes, with lofty royals sweeps the sky,
Nor dreams of tempests which in embryo lie.
Our jolly ship off Plymouth long had lain,
And all our anxious hopes had been in vain,
For a fair breeze to waft us o'er the main;
When coming day-light brought an off-shore wind.
Now joy expands each active sailor's mind,
"All hands loose sails, a-hoy!" the boatswain cries;
Quick to his station every seaman flies.

" Sheet home the top-sails," now each whistle sounds,
Sweeter to us than huntsman's horn to hounds.
" The capstan man boys—pass the word below."
Instant our anchor rises to the bow.
" She calls to starboard now to round in braces,
" And see top-gallants rightly in their places.
" Up! set the royals boys! let fall the courses."
The boatswain piping, each command enforces.
Our lee and weather stun-sails swelling fair,
Propel our stately ship through waves and air.
Our crew now go below, and in their flip,
Quaff many a happy voyage to their ship.

Reader, wish so to us 'midst ocean's strife,
And we'll wish you a happy voyage through life.

*Nautes.*

## THE BRITISH SAILOR.

WHO dauntless rides the madden'd billow,
And chides the fury of the main?
Who makes rough BOREAS his pillow,
And rules him o'er and o'er again?
The British Sailor.

Who his embrowned cheek presenting
To southern heat and northern cold,
From pole to pole, deep wrongs resenting,
Darts, like the lightning, fierce and bold?
The British Sailor.

Who, scorning wounds and death defying,
Feels only for his country's weal?
Who, on her holy cause relying,
His breast 'gainst ev'ry fear can steel?
The British Sailor.

Who, when the crimson battle rages,
Strains ev'ry nerve the foe to harm?
Who the sad captive's lot assuages,
When VICT'RY cries—" Thy rage disarm?"
The British Sailor.

Who with a heart, all hearts excelling,
Each nobler virtue calls his own;
To friendship gives a ready dwelling,
And to his love is faithful shown?
The British Sailor.

And shall this matchless hero ever
The palm to Gallic prowess yield?
Ah, no! The British Sailor never
Will conquer'd quit the wavy field!
Though half the world, in stern alliance,
Threaten to sweep him from the seas,
He'll bid the other half defiance,
And with success his arm appease!

*W. B.*

## IMPROMPTU.

[*From an American Paper.*]

THE people much *rejoice* to see
A hopeless war is ended;
But in the Treaty none can see,
A single thing *amended.*

But much is lost, and Sailor's *rights*
And trade are not secured:
But taxes great, by sea and land,
And much distress endured.

Our valour, honour, tarnished is,
And many millions wasted;
And thirty thousand of our sons,
The pains of death have tasted.

My heart is sick, my soul oppress'd,
To view such scenes of madness;
I drop my pen, and close my hands,
And sit in silent sadness.

## REDEUNT SATURNIA REGNA.

[*From the Quebec Mercury.*]

WARRIORS cease, the battle stay,
Cast your crimson'd swords aw
Cease the bugles, cease the drums,
PEACE again benignly comes.
See! she comes, and in her train,
Smiling Plenty walks again;
Full her horn, and bright her eye,
Beaming with hilarity.

Joy the humble cottage fills,
Mirth through every bosom thrills,
While his home the Soldier greets,
While the sweet embrace he meets:

Round him press his children, wife,
All th' endearing names of life;
Pleasure heaves his manly breast,
Mingled tears their joy express.

Now, secure from hostile arms,
Happy Rustics till your farms;
Sow your corn, and plant your fields,
Peace a joyous harvest yields.
Voyagers your trade pursue,
Carol in your swift canoe;
Let the Boat-song heard afar
Captivate the list'ning ear.

## Imperial Parliament.

### HOUSE OF COMMONS, Wednesday, May 3.

PELHAM AND MONTAGUE PACKETS.

LORD NUGENT, in moving that the Papers on this subject be referred to a Select Committee, expressed his conviction that much injustice had been displayed on the part of the Post Office, in advancing the claims of an undeserving individual over a deserving man. His Lordship then read extracts from the papers, describing the action between these packets and the American privateer, the particulars of which have already been before the public;* from which he insisted, that it was proved that the flag of the Montague had been struck by Captain Watkins's order, though this person had declared in evidence, that he was senseless below, after being wounded; and yet, though in this situation, he pretended to prove that the guns of the Montague had never ceased firing till the American sheered off. The Noble Lord then proceeded to read various letters in favour of Mr. Pering, describing him to be as brave a man as ever walked a deck. He accused the Post Office of suppressing some parts of the evidence, and misrepresenting others; and contended, that he had made out a sufficient case for inquiry. Captain Pering had laid no claims for reward, but had come forward merely as a petitioner for justice to the character of himself and his crew. He concluded by moving that the papers on this subject be referred to a Select Committee.

Mr. Lushington felt it his duty to oppose the motion. Captain Watkins, the person promoted, richly deserved that reward for his services and his bravery. The Right Hon. Gentleman entered into a detail of the action, and contended that from want of skill Mr. Pering had given no assistance to the Montague. The mail had been lost, in consequence of one of the men, thinking the Montague in danger of being captured, through want of assistance from the Pelham, having thrown it overboard. There was no question between the merits of Mr. Watkins and Mr. Pering; the former having been in the service of the Post Office upwards of twenty

* *Vide* N. C. Vol. xxxi. page 25.

years, while the latter was merely an amateur, who went out on that particular occasion, engaged by the owner of the vessel, and had never been in the service of the Post Office. He assured the Noble Lord, that the impression on his mind from the evidence was, that the colours of the Montague had never been struck, but having been shot away, were re-hoisted.

Mr. PRESTON and Mr. J. P. GRANT thought Mr. Pering ill-used, and would therefore vote for the Committee.

Mr. ROSE commented on various parts of the evidence, to prove that every thing that was possible had been done by the Montague, which had 17 men killed and wounded out of 28. He was convinced, from the evidence, that the colours had been shot away. He justified the promotion of Mr. Watkins, and declared his opinion that Mr. Pering was, from his ignorance and want of skill, totally unfit to command a packet.—The Right Hon. Gent. particularly blamed Mr. P. for having sent a challenge to the Globe, American privateer, as packets had only to defend themselves when attacked.

Mr. GORDON spoke shortly to the same effect, and the motion was negatived without a division.

MAY 8.

The House resolved itself into a Committee of Supply.

Mr. LUSHINGTON moved, after stating that the trustees, under the 45th of the King, for purchasing an estate suitable to the family of Nelson, had not been able to meet with any such estate for 90,000*l.*, an additional grant of 9,000*l.* for the accomplishment of such purpose.

Mr. WHITBREAD maintained, that no grounds had been shewn that would justify the Committee in agreeing to this additional grant. After the grant of 90,000*l.* to be applied to this purpose had been made for nearly ten years, he thought it was not very agreeable to come for this sum. According to papers in the hands of every member, the Treasury had agreed with a Mr. Kemp, for the purchase of his estate in Suffolk, in July, 1814, for 63 or 64,000*l.* and what was still more remarkable, it had not only been regularly surveyed, but it had been approved of by Lord Nelson himself.

Mr. ROSE stated, that the sum proposed by Mr. Kemp had certainly not been objected to, but the stipulations accompanying such proposal respecting the copyhold, timber, and fixtures, had not met with approbation. The offer of Mr. Kemp never had been accepted; there was neither moral nor legal necessity to complete the purchase with Mr. Kemp. Mr. Dawkins's estate in Wiltshire, on the other hand, presented great recommendation; Standage [or Standlynch]* Park, its name, was finely situated, the mansion peculiarly so, and nearly all the property was freehold. To complete the purchase, about 9,000*l.* was wanting, and under such circumstances, he thought the House would not object to the additional grant.

After some further discussion, the Committee divided on the Resolution. The numbers were—For it, 111; against it, 66—Majority, 45.

* *Vide* page 285.

# Marine Law.

A COURT MARTIAL was held on board H.M.S. Cydnus, off Cat Island, Gulf of Mexico, on the 18th of January, 1815, to try the Hon. Captain William H. Percy, and the surviving officers and crew, for the loss of H. M. S. the Hermes, and their conduct upon that occasion: and the Court having gone through the evidence of Captain Percy, and his surviving officers and crew, deliberately weighed and considered the whole, and pronounced as follows:—

"The Court is of opinion, that the attack of Fort Bowyer, on Mobile Point, was perfectly justified by the circumstances stated; that the conduct of the Hon. Captain Percy, in placing his ship, was seaman-like and judicious; that she was defended by him, his officers, and crew, with the greatest gallantry; that they used their utmost exertions to save her after she got aground; that her loss is to be attributed to the enemy's shot having cut the springs on her cables, which exposed her to a raking fire from the fort, that rendered it impossible to persevere longer in the attack with a probability of success; and that she was not set fire to until all hopes of saving her were gone, and then in order to prevent her falling into the hands of the enemy; and the Court does, therefore, honourably acquit the said Captain Percy, his officers, and ship's company, of all blame in the loss of H.M.S. Hermes, and they are hereby honourably acquitted accordingly."—Rear-admiral Edward Codrington, President.

A court-martial has been held at Bermuda, on Captain Spelman Swaine, and the officers of his Majesty's late ship Statira, and they were all fully acquitted of any blame; it appearing that the loss of the ship was solely occasioned by her running upon a sunken rock, off the east end of the little island of Ineague, which is not laid down in any published chart. Captain Swaine, Mr. Brown, late master, and Mr. Speed, late purser, came home in the Asia. It has been the misfortune of Mr. Speed to have been three times wrecked, and twice taken by the enemy: he was purser of the Macedonian when she was captured.

The court martial on Captain John Taylor, of H.M.S. Espiegle, was lately holden at Portsmouth, by adjournment, four days. The charges were brought against him by the Admiralty, in consequence of complaints having been made to them, that his treatment was such to the ship's company, as to keep them in a state bordering upon mutiny; refusing them, when in harbour, the usual indulgence of the service, and exercising towards them continual acts of severity and cruelty, such as *starting* the sick, and flogging persons in the sick list; also, failing in his duty, when in pursuit of the Hornet American sloop, after the capture of the Peacock; for neglecting to exercise the ship's company at the great guns; for acts of tyranny towards the officers, particularly towards the carpenter; for using scandalous language towards them; for drunkenness, and for unofficer-like and ungentleman-like behaviour.

The Court agreed that he had used some acts of severity towards the sloop's company; that he had neglected to exercise the sloop's company sufficiently at the great guns; that he had exercised acts of oppression towards some of the officers of the ship; that he made use of most scandalous language to Lieutenant Dyer; and that his conduct had been unlike an officer and a gentleman, had been proved against Captain Taylor—but that the charges of ill-treatment of the sloop's company, so as to keep them in a state bordering on mutiny; that he had refused them, when in harbour, the usual indulgence of the service; that he had been frequently in a state of drunkenness; and that he had failed to do his duty when in pursuit of the Hornet, had not been proved, but that the latter part of the charge was scandalous and unfounded.

The Court, therefore, dismissed Captain Taylor from his Majesty's service; but, in consideration of his long services, and former meritorious conduct, did strongly recommend him to the favourable consideration of the Admiralty.

## NAVAL HISTORY OF THE PRESENT YEAR, 1815.

*(April—May.)*

### RETROSPECTIVE AND MISCELLANEOUS.

THE present aspect of naval affairs presents us with nothing of greater interest than the return of our brave countrymen from the shores of America, and from a contest nobly maintained, though not always with its merited success. The causes of failure have, however, been so clearly ascertained without the limits of their responsibility, and pointed out to those with whom it lies, that we trust the like failures will in future have a more inevitable origin.

Sir George Cockburn is arrived with the Albion, Asia, Peruvian, and Havoc. The Albion left Bermuda on the 8th of April, on which day Admiral Griffith, who had been appointed to succeed Sir A. Cochrane in the command in North America, arrived in the Pomone. Sir Alexander, (who has since arrived at Portsmouth), was to sail in the Tonnant about the 15th for England, and the Dragon, Severn, Brune, Melpomene, Regulus, and Dominica, then lying at Bermuda, were expected to return home with him.

It appears that among the eminent services of Admiral Cockburn in the course of the late war, the operations against St. Mary's were attended with greater success than has been represented; the quantity of merchandise that fell into the victor's hands was very considerable. The Countess of Harcourt, East Indiaman, was recaptured there, and afterwards laden with the prize goods, and sent to Bermuda.

The satisfaction of the Americans at the return of peace and amity between the two countries, was strongly evinced on the landing of Mr. Williamson (of the Albion), at Savannah, from the Manly, as purveyor

of the squadron, to procure a supply of stock, by the readiness with which they granted all the necessaries required for our ships, and their hospitable treatment of him. Every thing relative to trade was fast reverting to its accustomed channel.

Sir George left the Ceylon, Terror, and Devastation, within Cumberland Sound, and the Manly at Wilmington. The whole of these ships were daily expected at Bermuda, on their return to England. The Archer, Martial, and Fervent, were gone to Mobile, to render assistance to the troops.

We understand Sir George is to proceed to sea again, as soon as his ship has been docked and replenished.

It is with considerable mortification and regret, that we state the capture of the Levant, 24, Hon. Capt. G. Douglas, and the Cyane, 24, Captain Falcon, by the American frigate Constitution. They were captured together early in February, on the coast of Africa, after a very sharp action. It will, however, afford some gratification to hear, that Sir George Collier had at length obtained information of the course which the Constitution was taking, and that he was so close in pursuit, that the Newcastle, Lord George Stuart, arrived off one of the ports on the coast, the morning following the evening in which the Constitution had left it; which she did by slipping her cables, on hearing that our ships were near to her.—The Newcastle re-captured the Levant, and, we are informed, might also have retaken the Cyane, but she unfortunately, in the ardour of pursuit, supposed that she was a Brazilman. The Levant had arrived at Bermuda, and Sir Alexander Cochrane had commissioned her: Captain Sheridan, of the Terror bomb, was promoted to the rank of post captain, and appointed to command her; and Captain Moorsom (son of Admiral Sir Robert Moorsom) of the Goree, was appointed to the Terror.

The following is the American account of this unfortunate capture:—

*New York, April* 10.

Arrived within the Hook, the British sloop of war Cyane, of 22 32-lb. carronades, two long 9's on her gun-deck and 10 18-lb. carronades on her quarter-deck and forecastle, prize to the United States frigate Constitution, Captain Stewart. This sloop of war, and another, the Levant, was fallen in with on the 28th of February by the Constitution, off Madeira, and after an action of 50 minutes they both struck to the frigate. The Constitution had four men killed and seven wounded. The loss of the sloops we have not learned. During the engagement, one was on the bow and the other on the quarter of the Constitution. After the battle the Constitution, with her prizes, proceeded to St. Jago, where the prisoners were landed. Early on the morning of the 8th of March, three heavy ships were discovered standing in shore, on which the Constitution and her two prizes cut and run, the frigate and Levant steering one course and the Cyane a contrary one. When the two former were lost sight of, they were about two miles to the windward of the fleet in pursuit; the Constitution, however, shooting a-head of the Levant. Late in the afternoon, a heavy cannonading was heard on board the Cyane in the direction of the above vessels, and the

supposition was, that the Levant had been overhauled. From the superior sailing of the Constitution, it is hoped she has not escaped.

"The British sloop, Cyane, came up yesterday afternoon about four o'clock and anchored in the North River, near the frigate Constellation. As the Cyane passed Castle Williams, she fired a salute.

"The Cyane is a frigate-built ship, mounts 24 guns, and is above 700 tons burthen.

"From the officers of the Cyane we learn, that, when they lost sight of the Constitution, she was full four miles a-head to the windward of the British squadron, and leaving them very fast."

It is stated in a letter from an officer of the Constitution frigate, dated Cape Finisterre, 8th of February, "that the ship was remarkably healthy—that in 54 days cruize there had never been more than eight or ten on the sick list, and not an instance of death."

The Brazen, Captain James Stirling, arrived at Portsmouth on the 6th of May, from Louisiana and Havannah, bringing General Sir John Lambert and suite; who, having made all the necessary arrangements for the troops he had in command to return home under Generals Sir R. Keane and Power, preceded them in the Brazen.—The Brazen left Mobile on the 25th of March, and Havannah on the 4th of April.—The Hydra, Thames, Belle Poule, and Alceste, with the first division of the army on board, were lying at Havannah, nearly ready to sail for Bermuda and England. Admiral Malcolm, with the remainder, was to leave Mobille about the 1st of April.—Their arrival, therefore, may be expected in the course of the present month. A party of the 95th Regiment came home in the Brazen. The Brazen took out the intelligence of peace with America to all our forces in the West Indies.

Sir George Prevost is also arrived in the Cossack, 28, Hon. Captain R. Rodney, from Canada. The Cossack having gone from the Mediterranean to America, was placed under quarantine. Sir George embarked and sailed from St. John's, New Brunswick, on the 20th April.

The determination of the government of the United States to have a navy, is sufficiently evident from the following intimation of its naval secretary:—

The secretary of the American navy, in a letter to the Commissioners of Ways and Means, recommends that to secure success in the operations to be made against the Barbary powers, the squadron do consist of two seventy-fours, six frigates, three sloops, and six or eight small armed vessels; the flotilla, he says, may be discharged, and the gun-boats (with the above exception) may be generally laid up or sold; the ships and vessels on the Lakes of Canada, or on the stocks for the Lake service, may also be laid up or sold, as the President shall direct: but he thinks that no greater reduction ought, at this time, to be made; and, as the destinies of the nation appear to be intimately connected with her maritime superiority, and the erection of a navy is not a work to be quickly performed, he recommends the annual construction of at least one seventy-four and two frigates.

A report prevails that the Dey of Algiers has been poisoned by his cook, and his successor strangled.

The Caledonia, of 120 guns, is fitting for the flag of Admiral Lord Exmouth. There are no fewer than four first rates and one 74 fitting in the port of Plymouth to receive the flags of admirals. It is said that these ships are to carry 24-pounders on the forecastle, for the purpose of throwing Congreve's Rockets. The gun-brigs are also to be fitted with a furnace to heat red-hot shot, and one 24-pounder to throw rockets.

A fleet of observation is rapidly forming in Plymouth-Sound and Cawsand-Bay. Admiral Lord Keith is expected there to hoist his flag. The port of Plymouth is to be the rendezvous of the Channel fleet.

A brigade of 400 seamen, from the Prince, have sailed from Portsmouth on board the Euryalus for the eastward. They are to be employed in the Scheld, under the command of Captain C. Napier; Captain Sir F. Le Hunte (who distinguished himself so much in the gun-boat service at Cadiz and Messina), several lieutenants, master's-mates, and Midshipmen. The lieutenants, it is said, are to rank as commanders on shore, and the master's-mates and midshipmen as lieutenants.

The British navy, in commission, in the course of the last month, has undergone the following alterations; viz:—Sultan, Plantagenet, Saturn, Statira (lost), Papillon, paid off; San Joseph, Royal Sovereign, Salisbury, Mastiff, and Snapper, commissioned—leaving a total number of 449 ships in commission.

The Russian government has ordered another expedition to be fitted out for a voyage round the world; it is to be commanded by Captain Krusenstern, an officer of great skill and enterprise. Several Russian officers, and others who are to make part of the expedition, have lately been in this country for the purpose of completing their scientific apparatus. It is intended again to explore Behring's Straits and the Frozen Ocean, and to find a passage from the north-west of America to Archangel, either by the Continent of America or of Asia.

## Letters on Service,

*Copied verbatim from the* LONDON GAZETTE.

ADMIRALTY-OFFICE, MARCH 11, 1815.

VICE-ADMIRAL the Hon. Sir Alexander Cochrane has transmitted to John Wilson Croker, Esq. a letter from Captain Jackson, of his Majesty's ship Lacedemonian, stating, that on the 5th of October, the boats of that ship having been despatched, under the directions of Lieutenant Maw, in pursuit of an enemy's convoy discovered passing through Cumberland and Jeykell islands, succeeded in capturing one gun-vessel, carrying five guns, and thirty or forty men, with four merchant vessels, one of which was burnt, having grounded. Lieutenant Howes, of the royal marines; Mr. Chichester, midshipman; and two men, were

wounded; the enemy had one killed, four wounded, and several driven overboard.

MARCH 21.

*Copy of a Letter from Captain Epworth, of H.M.S. Bulwark, addressed to Rear-admiral Griffith, and transmitted by the latter to John Wilson Croker, Esq.*

SIR, *H. M. S. Bulwark, at Sea, January 22.*

After a chase of ten hours, I have captured the American schooner privateer Tomahawk, Philip Besson, master, of 202 tons, with nine guns, one a 24 pounder on a circular carriage, and 84 men, belonging to Baltimore. She is two days from Boston, and has not captured any thing.

I have the honour to be, &c.

*F. P. Epworth,*

Captain.

APRIL 8.

Rear-admiral Sir P. C. Durham has transmitted to J. W. Croker, Esq. a letter from Captain Fleming, of his Majesty's sloop Barbadoes, giving an account of his having on the 11th of January, captured the American privateer schooner Fox, of seven guns and 72 men, out twelve days from Wilmington, without making any capture.

APRIL 18.

Rear-admiral Sir P. C. Durham has transmitted to John Wilson Croker, Esq. a letter from Captain Fleming, of his Majesty's sloop Barbadoes, giving an account of his having on the 8th of last month, captured the American privateer brig Avon, pierced for 22 guns, and having on board three long 24-pounders and 11 long nine-pounders, and 129 men, after a short action, in which the privateer had ten men killed and wounded, and the Barbadoes one Officer (Lieutenant West) and three men wounded.

APRIL 29.

Rear-admiral Sir Philip Charles Durham has transmitted to John Wilson Croker, Esq. a letter from Captain Fleming, of his Majesty's sloop Barbadoes, giving an account of his having, on the 15th of February, captured, off St. Bartholomew, the American letter of marque brigantine Vidette, of three guns, and thirty men.

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MAY 9.

Vice-admiral Sir Alexander Cochrane has transmitted to John Wilson Croker, Esq. the undermentioned letters, which the Vice-admiral had received from Rear-Admiral Sir George Cockburn.

Two letters, dated on board the Albion, in the Chesapeak, the 12th of December, transmit reports received by Sir George Cockburn from Captain Barrie, of his Majesty's ship Dragon, dated in the Chesapeak the 31st of October and 7th of December 1814.

The former incloses a letter from Captain Alexander, of his Majesty's bomb-vessel Devastation, stating, that having landed with about two hundred seamen and marines at Parker's Point, to procure cattle, he was attacked by an enemy's force of one hundred and fourteen cavalry, and one thousand infantry, with five field-pieces, which, by the good conduct of the detachment under the Captain's orders, he repulsed, taking two prisoners and twenty horses; and afterwards re-embarked without loss.

The latter reports Captain Barrie's proceedings in the Rappahanock River, conducted principally with a view to compel the enemy to re assemble his militia, and to harass his troops, by keeping them constantly on the alert.

The town of Tappahanock was taken possession of on the 29th of November, having been evacuated by the force which the enemy had drawn out to defend it, and which was afterwards driven from a position it took upon a hill; a stand of colours, with some arms, ammunition, and baggage, were found in the town, left behind by the enemy in his hasty retreat, and some flour and tobacco were embarked in our vessels.

On the 4th of December Captain Barrie landed with a detachment of seamen, marines, and soldiers, at Rappahanock, and learning that the enemy had assembled a force of six hundred men at Farnham Church, about seven miles from the place of landing, he proceeded thither, and attacking the enemy in a strong position he had taken up, drove him into the woods, with a loss of a field-piece, and several killed and wounded, and released several negroes, who were found confined in the woods; in the performance of which services not a man was hurt on our side.

A letter from Sir George Cockburn to Sir Alexander Cochrane dated at Cumberland Island the 27th of January, incloses a report from Captain Somerville of his Majesty's ship Rota, with one to the latter from Captain Barrie, of the Dragon, stating that with a detachment of troops and marines placed under Captain Barrie's orders, he, on the 11th of the said month, took possession, without opposition, of the above-mentioned island; and passing over to the main land in Georgia, on the 13th, with such troops as were not required to keep possession of the Island, landed at a small distance from Point Petre, and after a smart skirmish with a party of the enemy, who were quickly driven from their post in a jungle on the way, took possession of the fort on Point Petre without further opposition, and afterwards of the tower of St. Mary's. In the skirmish the British had one killed and three wounded; the enemy had a Captain and Lieutenant severely wounded, and between fifteen and twenty rank and file killed or wounded.

Sir George Cockburn further states, that Captain Ross, of the Albion, was sent up St. Mary's river with some armed boats, to bring down such vessels as might be found there, and returned with a large ship loaded with timber, and the Countess of Harcourt, Indiaman, which had been captured by an American privateer; and that having embarked all the produce collected at St. Mary's in the vessels taken there, and blown up the fort at Point Petre, and destroyed the guns, &c. that were not deemed fit to bring away, the troops returned without interruption from the enemy to Cumberland Island. The enemy had assembled troops at Jefferson, but did not shew himself nearer in any force, though occasional skirmishing parties hovered about the British posts.

With two other letters, dated at Cumberland Island the 17th and 27th of February, Sir George Cockburn transmits to the Vice-admiral reports addressed to him by Captain Ramsay, of his Majesty's ship Regulus, and Captain Phillott, of his Majesty's sloop Primrose.

The former states his having, with a detachment of seamen and marines, taken possession of Frederica, on Simon's Island, and, after remaining there some days, returned to Cumberland Island with such merchandise as he had found on the former island, and a number of negroes who had joined him there.

The latter reports his proceedings in St. Mary's River with a division of armed boats, sent with a view to surprise a detachment of the enemy. The boats had proceeded a considerable distance up the river, when they were unexpectedly attacked from the Spanish side: the enemy's fire was silenced

by that from the boats; but a consideration of the narrowness of the river, with a number of commanding heights and houses in their rear, obliged Captain Phillott to determine on returning, which was executed with the greatest coolness and order, though exposed to the enemy's fire on both sides of the river, by which three men were killed and fifteen wounded, including amongst the latter Captain Phillott, Captain Bartholomew, of the Erebus, Lieutenant Frazer, of the Royal Marines, and Mr. James Everingham and Mr. J. H. Peel, Midshipman of the Albion.

In transmitting these dispatches Sir Alexander Cochrane expresses his satisfaction at the zeal, exertions, and ability, manifested by Sir George Cockburn, and by Captains Somerville and Barrie, and the other Officers under the Rear-Admiral's directions, employed on the several occasions referred to.

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Vice-admiral Sir Alexander Cochrane has transmitted to John Wilson Croker, Esq. a letter from Captain Sir George Collier, of his Majesty's ship Leander, dated the 12th of March, stating that a variety of untoward circumstances had prevented him from coming up with the American ship Constitution, of which, with his Majesty's late ships Levant and Cyane, he got sight of off Porto Praya on the 11th of the said month; but that he had succeeded in recapturing the Levant, which had been taken by the Constitution on the 20th of February, off Porto Santo.

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Vice-admiral Sir Alexander Cochrane has transmitted to John Wilson Croker, Esq. a letter from Captain Nourse, of his Majesty's ship Severn, giving an account of his having, on the the 20th of December, captured the American letter of marque schooner Banyer, of four guns and thirty-one men.

MAY 16.

*List of American Vessels captured or destroyed by the Squadron under the Command of the Hon. Sir Alexander Cochrane, Vice-admiral of the Red, and Commander-in-chief on the North American Station, not before gazetted.*

Schooner Tickler, of 3 men and 40 tons, captured by the Loire and Niemen, October 24, 1814. Brigantine Black Swan, of 2 guns, 19 men, and 140 tons, captured by the Maidstone, October 31, 1814. Sloop Lively, of 45 tons, captured by the St. Lawrence, November 4, 1814. Schooner Saucy Jack, captured by the Saracen, same date. Schooner William, of 100 tons, captured by the Lacedemonian. Sloop Nancy, of 47 tons, captured by the Lacedemonian. Sloop Diana, of 56 tons, captured by the Lacedemonian. Sloop Harris, of 11 tons, captured by the Primrose and St. Lawrence. Sloop Catherine and Eliza, of 2 men and 10 tons, captured by the Primrose and St. Lawrence. Sloop Eliza, of 60 tons, captured by the Primrose and St. Lawrence. Sloop Hermit, of 86 tons, captured by the Primrose and St. Lawrence. Schooner Margaret, of 79 tons, captured by the Primrose and St. Lawrence. Schooner Harriet and Ann, of 90 tons, captured by the Primrose and St. Lawrence. Sloop Discovery, of 12 tons, captured by the Primrose and St. Lawrence. Schooner Friendship, of 70 tons, captured by the Primrose and St. Lawrence. (The eleven preceding vessels captured between the 9th and 30th November, 1814.) Sloop Lady Washington, of 8 men and 70 tons, captured by the Factolus, November 22, 1814. Brig Amicus, of 2 guns, 8 men, and 158 tons, captured by the Pactolus, November 26, 1814. Schooner Little John, of 30 tons, captured by the Dispatch, October 20, 1814. Ship Adolphus, of 4 men and 79 tons, captured by the Dispatch, December 12, 1814. Ship Friendship, of 80 tons, captured by the Dispatch, same date. Ship Sally Ann, of 80 tons, captured by the Dispatch, same date. Ship Saucy Jack, of 88 tons, captured by the Dispatch, same date. Ship William and Henry, of 90

tons, captured by the Dispatch, same date. Ship Liberty, of 3 men and 46 tons, captured by the Dispatch, same date. Ship Eliza, of 3 men and 20 tons, captured by the Dispatch, same date. Sloop Nancy, of 33 tons, captured by the Dispatch, same date. Schooner Mary, of 12 men and 104 tons, captured by the Dispatch, same date. Schooner Armistice, of 3 guns, 15 men, and 143 tons, captured by the Pactolus, December 7, 1814; afterwards retaken by a privateer, and again captured by the Junon. Schooner Post Boy, of 8 men and 73 tons, captured by the Pactolus, December 9, 1814. Schooner Aurora, of 4 guns and 20 men, captured by the Cockchafer, December 3, 1814. Schooner Speedwell, of 5 men and 34 tons, captured by the Severn. Brig May Flower, of 8 men and 60 tons, captured by the Severn. Ship Anna Maria, of 8 men and 120 tons, captured by the Severn. Ship Buonaparte, captured by the Severn. Ship Anna, captured by the Severn. Ship Betsey, captured by the Severn. Schooner Virginia, captured by the Severn. Schooner Nonsuch, of 5 men and 65 tons, captured by the Severn. Schooner Brant, captured by the Severn. Ship Necessity, of 4 guns, 12 men, and 309 tons, captured by the Severn. Schooner Amelia, of 40 tons, captured by the Severn. Schooner Resolution, captured by the Severn. Privateer brig Ind, of 9 guns, 130 men, and 250 tons, captured by the Severn. (The thirteen preceding vessels captured between the 1st October 1814, and 25th March 1815.) Sloop Lord Wellington, of 3 men and 28 tons, captured by the Dispatch. Sloop New York, of 8 men and 91 tons, captured by the Dispatch. Brig Mary, of 10 men and 131 tons, captured by the Dispatch. Schooner, name unknown, of 3 men and 18 tons, captured by the Dispatch. Two vessels, name unknown, captured by the Dispatch. Schooner Wendell, of 9 men and 91 tons, captured by the Dispatch. Brig Union, of 10 men and 151 tons, captured by the Dispatch. (The eight preceding vessels captured between the 21st December 1814, and 18th January 1815.) Brig Java, of 160 tons, captured by the Cockchafer, December 20, 1814. Schooner, name unknown, captured by the Herald, December 18, 1814.

*Alex. Cochrane,*

Vice-admiral and Commander-in-chief.

## Promotions and Appointments.

WHITEHALL, MAY 16, 1815.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to give and to grant unto Robert Mends, captain in the royal navy, his Majesty's royal licence and permission, that he may accept and wear the Cross of the Royal and distinguished Order of Charles III, with which his Majesty Ferdinand VII. king of Spain, hath been pleased to honour him, in testimony of the high sense which his Catholic Majesty entertains of the military services rendered by the said Captain Robert Mends, whilst commanding a British squadron on the coasts of Galicia and Cantabria.

The Rev. D. Evans, B. A. Chaplain of the Royal Hospital at Haslar, has been presented to the valuable rectory of Simonburn, Northumberland; patrons, the Governors of Greenwich Hospital. The offspring minor rectories adjacent, of 500*l.* a year each, were conferred at the same time on five other gentlemen; viz. the Rev. J. Davis, now Curate of Catherington; E. Holliday, W. Salter, W. Evans, and W. Jones, chaplains in the navy.

Sir George Hope, Knight Companion of the Most Honourable Order of the Bath, and Rear-Admiral of the Red, has been returned to serve in Parliament, for the borough of East Grinstead, in the room of James Stephen, Esq. who has accepted the Chiltern Hundreds.

Admirals, &c. appointed.

Rear Admiral Sir George Cockburn, K.C.B. hoists his flag in the Northumberland.

Rear-Admiral John Harvey, to the command of the Leeward Islands, *vice* Sir P. C. Durham.

Right Hon. Lord Keith, to command the Channel Fleet.

Rear-Admiral Sir Graham Moore, to be Captain of the fleet.

Sir Richard Strachan hoists his flag as Second in Command of the Channel Fleet, in the San Josef.

Sir George Martin, to be Second in Command in the Mediterranean, hoists his flag in the Queen Charlotte.

Rear-Admiral Sir Thomas Fremantle, to be Commander in Chief at Guernsey, Jersey, &c. with his flag in the Wye.

G. H. Boulby, to be Flag-Officer to Admiral Halkett.

Captains, &c. appointed.

Captain F. Napier, to command 400 officers and seamen, to be attached to the army of the Duke of Wellington.

Captain Francis Le Hunt, to be second in command.

Edmund Roger, to the Prince; Captain R. Jackson, to the Ville de Paris; Charles Inglis, to the Queen Charlotte; George Bulley, to the Hardy; Joseph Kneeshaw, to the Censor; Sir Archibald Dickson, to the Caledonia; G. W. H. Knight, to the Falmouth; Nicholas Lechmore Patteshall, to the Carron; Charles Carter, to the Port Mahon; R. Bowden, to the Antelope; John Pasco, to the Rota; J. Sterling (2), to the Ferret; Philip Sommerville, to the Albion; Frederick Lewis Maitland, to the Bellerophon; Sir John Gordon Sinclair, to the Larne; Robert Gambier, to the Myrmidon; William Patterson, to the Eridanus; G. Domett, to the Plumper; Nagle Lock, to the Jasseur; James Atholl, to the Hardy; J. Boulton, to the Traave; T. Truscott, to the Manley; J. Raegensfield, to the San Josef; Andrew Green, to the Wye; Richard John Gordon, to the Snapper; H. F. Senhouse, to the Superb; Job Hanmer, to the Mastiff; George Gosling, to the Muros; John Undrell, acting in the Jalouse.

Captain C. B. Ross, to the Northumberland.

Edward Cotgrave, to the rank of commander, and to the Pylades.

W. F. Owen and Richard O'Connor, are appointed to make a survey of the Lakes in Canada.

J. Brown, Esq. is restored to his rank as a Post-Captain.

Lieutenants, &c. appointed.

E. L. Thornborough, to be Flag-Lieutenant to Sir Edward Thornborough.

J. Reeve, to be Flag-Lieutenant to Admiral Thornborough.

Joseph Arnold, to the Goldfinch; James Annesley, to the Nymphen; J. F. Appleby, to the Nimrod; W. Atkins, to the Telegraph, on Portsdown Hill; Charles Blood, to the Albion; Charles W. Bower, to the San Josef; P. P. Bagwell, to the Shamrock; Charles H. Bower, to the Dannemark; George Blackman, to the Boyne; W. Borrowman, to the Daphne; John Bowerbank, to the Bellerophon; William Blachford, to the Dispatch; George F. Bridges, to the Royal Sovereign; John Bowie, to ditto; Francis Brace, to the Pique; T. Bourchier, to the Tenedos; Robert Martin Cole, to the Scout; John Carslake, to the Tartarus; John Chamberlayne, to the Impregnable; John N. Campbell, to the Snake; Gabriel Christie, to the Bellerophon; Honourable J. Calthorpe, to the Junon; Bartholomew

Day, to the Slaney; P. C. Davis, to the Glasgow; John Downey, to the Lee; Everard Digby, to the Amphion; James Edgcumbe, to the Rota; L. A. Ellis, to the Tenedos; Charles Friend, to the Hardy; A. M. Freesteen, to the Dee; J. Faulknor, to the Nimrod; Richard Grant, to the Royal Sovereign; William Ruddell, to the San Josef; Edward William Ramsay, to the Bellerophon; H. Rice, to the Albion; C. Robinson, to the Desirée; J. Coxeter Snell, to the Endymion; William Saunders, to the Heron; Joseph Steel, to the Conflict; W. St. A. St. John, to the Eridanus; A. F. Seeds, to the Furieuse; R. Scallon, to the Gladiator; W. Stone (1), to the Horndean Signal Station; John Tyler, to the Orontes; Joseph Taylor, to the Tay; Joseph West, to the Bann; J. Bethuen Walker, to the Ister; W. S. Warren, to the Cyrus; F. B. Wintle, to the Chatham; J. Wilkinson, to the Euryalus; J. Adams, to the Tigre; E. Frankland, to the Curaçoa; T. C. Hill, to the Albion; R. G. Meech, to the Weser; J. Reeve, to the Prince; H. Rice, to the Phœbe; T. W. Williams, to the Thames; J. Sudbury, to the Antelope; H. Sleath, to ditto; P. Gosling, to the Pactolus; Thomas W. Holbourne, to the Euphrates; Thomas E. Hoste, to the Curaçoa; John Hallowes, to the Redpole; Peter Hodder, to the Leveret; George Hale, to the Amphion; William Hutchison, to the Plumper; Gilbert Kennecott, to the Mosquito; Richard Kennedy, to the Scylla; Andrew Kennedy, to the Prince; W. H. Kemball, to the Tonnant; Edmund Lechmere, to the Spartan; Wm. Luce, to the Favorite; Gregory A. Lewin, to the Royal Sovereign; William Lloyd, to the Euryalus; William Luce, to the Curaçoa; T. L. Loney, to the signal station at Callum Hill; Thomas Marshal, to the Havannah; Val. Munbee, to ditto; S. W. M'Clellan, to the Apelles; James Morgan (2), to the Aggressor; Richard Moresby, to the Alcmene; Jeremiah Mahoney, to the Banterer; Edward Morris, to the Telegraph Station at Portsmouth; Charles H. Norrington, to the Scamander; William Nash, to the Chatham; Thomas Pike, to the Actæon; George Palmer, to the Briseis; Charles Parker, to the President; Robert Pearce (2), to the Desirée; J. E. C. Pitfield, to the Hyacinth; William Price, to the Ramillies; Thomas Pickernall, to the Rosario.

Lieutenants A. Crawford, J. M. Guise, B. Kent, J. Boulton, E. Curzon, C. C. Parker, and G. Gosling, are promoted to the rank of commanders.

Messrs. J. Skene, J. B. Dundas, F. A. Stewart, P. Gosling, W. Palmer, R. H. Archer, J. Saunderson, C. Blood, B. J. Walker, J. Mc. Kenzie, W. Hunt (2), A. Shellingforth, R. J. Bowyer, T. Hill, J. Gouvett, E. Grant, C. Wise, G. W. Cole, W. G. White, N. Clerke, T. V. Watkins, P. Drummond, W. Webb, T. J. C. Evans, and M. Petet, are promoted to the rank of Lieutenants.

Lieutenant Boyce, late Flag-Officer to Sir Richard Bickerton, is promoted to the rank of Commander.

Surgeons appointed.

James Arnot, to the Alert; J. S. Down, to the Ville de Paris; William Smith, to the Sprightly; George Thompson, to the Hardy; M. Burnside, to the Aggressor; Andrew Leslie, to the Argo; Thomas Rodgers, to the Chatham; John Laird, to the Pincher; Robert Williams (2), to the Ferret; William Campbell, to the Jalouse; E. Lazaretto, to the Prince; Wm. Colorn, to the Queen Charlotte; F. M. Chevers, to the Port Mahon; Wm. Warden, to the Northumberland; W. A. Bates, to the Endymion; John Neill, to the Albion; S. Bowden, to the Falmouth; John Smith, to the Havock; Robert Bower, to the Ardasier; Nich. Roche, to the Censor; Alexander Montgomery, to the Snipe; George Brander, to the Heron; Robert Dunn, to the Hydra; William Boyd (1), to the Antelope.

Assistant-Surgeons appointed.

Robert Sommerville, to the Antelope; John Bremner, to do.; William Hogg, to the Northumberland; John Naughton, to the Endymion; Fre-

derick Gristock, to the York; W. T. Llewellyn, to the Tenedos; Stephen Mason, to be hospital-mate at Haslar; Samuel Mackay, to the Prince; William Armstrong, to the St. Josef; James Lawrence, to the Larne; Wm. Dickson, to the Ramillies; E. P. Wilkes, to the Caledonia; Ephraim Graebke, to the Bellerophon; Edward Sibbit, to the Erne; James Cruickshanks, to the Argo; Hugh O'Neil, to the Chatham; Joseph M'Crea, to the Ville de Paris; Alexander Blair, to the Hyperion; Charles Carpue, to the Caledonia; Robert Guthrie, to the St. Josef; Samuel Irvine, to the Glasgow; Patrick Boyle, to the Ville de Paris; C. H. Schiemaker, to the Earnest; Patrick Kelty, to the Pique; A. Stewart, to the Ville de Paris; James Patton, and D. M'Nicholl, to the Royal Sovereign; James Skedden, to the Havannah.

William Beatty, to be Physician of the Channel Fleet.

Masters appointed.

J. Croker, to the Surprize; J. Langley, to the Amphion; W. Sheehan, to the Scylla; R. Pullman, to the Ville de Paris; J. Stapleton, to the St. George; H. Selly, to the Queen Charlotte; H. Smartley, to the Royal Sovereign; G. Patterson, to the Pique; J. Retallick, to the Chatham Transport; C. Lufton, to the Zenobia; T. Biddle, to the Havannah; J. Wilson, to the Dwarf; W. Petre, to the Endymion; W. Bain, to the Tenedos; J. Burrell, to the Euryalus; G. Dunn, to the Swiftsure; P. Inskip, to the Pomone.

List of Midshipmen passed for Lieutenants.

*Sheerness*—J. N. Baxter.

*Portsmouth.*—R. S. Coombs, E. C. Miller, F. H. Le Mesurier, J. W. Hurst.

*Plymouth.*—E. Hawes, N. H. Nicholas, T. Hungerford, G. R. Lambart, E. Lewin, W. Seacole, W. H. Connor, A. Barclay.

Pursers appointed.

W. Goldfinch, to the Ville de Paris; William Tickell, to the St. George, Simon Little, to the San Josef; Fitzgerald, to the Caledonia; H. Sommerville, to the Queen Charlotte.

Secretaries appointed.

James Meek, Esq. to be Secretary to Lord Keith; —— Harris, Esq. to be Secretary to Rear-Admiral Halket; James Dunn, to be Secretary to Sir Benjamin Hallowell.

## BIRTHS.

At Tinchfield, the lady of Sir Arch. Dickson, R.N. of a son.

Lately, at Broke Hall, near Ipswich, the lady of Sir Philip P. B. V. Broke, Bart. K.C.B. of a daughter.

On the 12th May, at Lyme, the lady of Captain R. Spencer, of a son.

## MARRIAGES.

Lately, at Bermuda, Captain Truscott, R.N. to Miss Catherine Hutchison, daughter of the Hon. Joshua Hutchison, one of the King's Council of that Island.

On the 28th April, Sir Christopher Cole, K. C. B. captain of H.M.S. Rippon, to Lady Mary Talbot, sister of the Earl of Ilchester.

## DEATHS.

Lately, Lieutenant Robert Young, of H.M.S. Thames.

Lately, at Ivy Bridge, Devon, Mrs. Campbell, wife of Captain Donald Campbell, R.N. and daughter of the late Sir Charles Douglas, Bart.

At Plymouth, Lieutenant H. S. Gardner, of H.M.S. Phœbe, who brought the Essex prize to England from South America.

Lately at Bermuda, Mary, relict of Capt. Tudor Tucker, R.N.

Lately at Jamaica, Mr. J. W. Meadows, Purser of H.M.S. Norge.

Blood sc.

The Right Hon.ble Sir George Rooke.

Vice Admiral of England &c, Admiral & Commander

in Chief of Her Majesties Fleet.

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BIOGRAPHICAL MEMOIR

OF

# SIR GEORGE ROOKE, Knt.

VICE-ADMIRAL, AND LIEUTENANT OF THE ADMIRALTY OF ENGLAND, AND LIEUTENANT OF THE FLEETS AND SEAS OF THIS KINGDOM, &c. &c.

In deeds of arms our fathers rise,
Illustrious in their offspring's eyes;
They fearless rush'd through ocean's storms,
And dar'd grim death in all its forms.——Bruce.

THE naval history of the period in which this gentleman lived, and by his actions contributed so eminently to adorn, has been already so amply related in the memoirs of the Admirals Benbow,* Sir John Leake,† Legge,‡ Sir James Wishart,§ Sir Cloudesley Shovel,‖ &c. that to avoid a needless repetition, we shall in this confine ourselves principally to the individual share as a commander which Sir George took in the achievement of those honourable and brilliant actions by which the dignity of his country was enhanced in the eyes of foreign nations, and which has immortalized his memory in the minds of a grateful posterity.

Sir George Rooke, in whom the ardent thirst of glory prevailed to the relinquishment of that domestic ease and plenty, which by birth he was heir to, was the son of Sir William Rooke, the descendant of an ancient and honourable family in the county of Kent, and born in the year 1650. His inclination to the naval service seems to have been in direct opposition to his father's views. His firmness, however, overcame all remonstrance, and he was allowed to make a campaign at sea, as a volunteer. There could be little doubt of his success, where so strong an inclination led the way—his advancement kept pace with his exertions, and before the age of thirty he was a captain, which, though an event not so extraordinary in the present day, was a thing of rare occurrence then, being an honour conferred only on the most tried and incontestible merit, independent of family rank, or fortune.

* *Vide* N. C. Vol. XX. p. 69. † Vol. XVI. p. 441. ‡ Vol. XXVIII. p. 177.
§ Vol. XXVII. p. 177. ‖ *Vide* page 177.

At the period of the Revolution, he was in command of the Deptford, a fourth rate man of war, and in the year 1689, was sent by Admiral Herbert with a squadron to Ireland, as Commodore.

The Protestants of Londonderry having made a noble stand, under the encouragement and direction of George Walker, rector of Donoughmore, against the army of King James, and endured the extremity of distress, a reinforcement was sent from England, under Major-general Kirke.

On the 8th of June, Commodore Rooke, with the Bonaventure, Swallow, and Dartmouth, sailed into Lough Swilly, with this reinforcement; and immediately proceeded with Major-general Kirke to a view of the obstacles opposed by the enemy to the relief of the place, which they found to be a boom of chains and cables floated with timber laid across the river, with strong redoubts at each end. They therefore determined on getting possession of the Inch, an island in Lough Swilly, and on the 16th, having obtained it, and with it a pass to the town, the commodore returned to his station.

What prevented the immediate relief of the place by Major-general Kirke does not appear, but on the 22d, Commodore Rooke having received a letter from the General, by the Portland man of war, that he was determined, at all events, to attempt it, he left the Bonaventure and Portland on his station, and sailed with the Deptford and Dartmouth to afford the assistance required; but being in expectation of the arrival of three ships from the Earl of Torrington, he sent the Dartmouth, commanded by Captain (afterwards Sir John) Leake, up to Kilmore, to receive the General's orders, and returned to the Bonaventure and Portland.

On the 30th July, the Mountjoy, of Derry, and the Phœnix, of Coleraine, laden with provisions, were sent, under convoy of the Dartmouth frigate, to attempt the boom. They passed through a hot and incessant fire from the army, and the Mountjoy struck upon and broke it, but with such violence, that she was run on shore by the rebound; this accident was greeted by the huzzas of the enemy, who instantly attempted to board her, when the shock of a broadside fired by the sailors, loosened her, and she floated past the boom, as did also the Phœnix, under cover of

the Dartmouth's fire, and on the 31st the brave garrison was relieved, after a siege of 105 days, a reduction of its strength from 7500 men to 4300, and only two days subsistence left.

The next employment of Commodore Rooke was, to escort the Duke of Schomberg's army to Carrickfergus, and assist at the siege of that place; which being successful, he sailed along the coast, and into the harbour of Dublin. He here formed the design of burning all the vessels, and would certainly have executed it, had not the wind shifted and driven him out to sea.

He afterwards sailed to Cork, the haven of which he entered, in defiance of its fancied security (it being esteemed the best fortified port in Ireland), and took possession of the Great Island; but his ships being so foul that they could scarcely swim, and his provisions low, he was necessitated to repair to the Downs, where he arrived in the middle of October, with increased reputation, fairly earned by his active and gallant services.

In the following year he was, by the recommendation of the Earl of Torrington, appointed rear-admiral of the red, and served in the unfortunate battle off Beachy-head: no blame, however, attached to him; on the contrary, his conduct was so clearly good, that, with Sir John Ashby, he was examined as to the causes of that signal failure, and proved that it was the result of the superior strength of the enemy, and the disadvantages under which they engaged him. It seems, indeed, to have been an excess of bravery in Lord Torrington, that led to this unfortunate defeat, and finally to a relinquishment of the services of this eminent commander.

Admiral Rooke shortly after convoyed the King to Holland, and joined the grand fleet under the command of Admiral Russel, but as the admiral stood warned by the fate of his predecessor, he acted with more caution towards the enemy, who on his part declining an engagement, was not followed, and Admiral Rooke had little else to do than obey orders, and protect the trade.

He again convoyed the King to Holland, and was soon after promoted to the rank of vice-admiral of the blue, in which rank he greatly distinguished himself in the battle of La Hogue,* on the 22d of May, 1692, having the honour to give the finishing

* *Vide* page 183, *et seq.*

blow in the completion of that memorable defeat of the French navy. This occurred on the 23d of May, when he received orders to go into La Hogue, and burn the enemy's ships as they lay. These consisted of thirteen large men of war, crowded far up with transports, tenders, and ammunition ships, so disposed, that the destruction of them was generally considered impracticable. The French camp was in sight, with French and Irish troops, and several batteries on the coast, completely mounted with heavy artillery.

Such were the difficulties he had to encounter. But that ardent spirit which led him forth from a life of ease and tranquillity to a course of hardships and danger, was but the more stimulated to the invention of means to surmount them. He made the attempt, but found it impossible to carry in his ships. He therefore ordered his light frigates to ply in close to the shore, manned his boats, and went in person to direct the attack. Six three-deck ships were burned that night; the next day he burned six more, from seventy-six to sixty guns, and destroyed the thirteenth, a ship of fifty-six guns, with most of the transports and ammunition vessels. This gallant service was performed under the fire of all the batteries, in view of the French and Irish troops, and with the loss of only ten men.

The following extract of a letter from the Dutch Admiral, Allemonde, who was present at the attack and destruction of the ships, to their High Mightinesses, will serve as collateral testimony to the merit of Admiral Rooke in this gallant exploit:—

*June* 3,
" *Prince, near Cape Barfleur,* ——— 1692.
*May* 24.

" I came to an anchor under this Cape, where I have been since yesterday, in the afternoon, with your High Mightinesses' squadron, and that of Sir John Ashby, admiral of the English blue squadron, and some other ships of their Britannic Majesties. At which time being informed by the captain of a French fire-ship, who was taken prisoner, that about twelve of the ships that had fought against your High Mightinesses' squadron, and to which we had given chase, were got in among the rocks, I prepared to go and destroy them. But, as I was ready to put my design in execution, I found that Admiral Russel had given orders to the same purpose. Presently I offered him your High Mightinesses' light frigates and fire-ships to assist his ships, and immediately gave all necessary orders, in case he should make use of them; but, as yet, I know not whether those frigates and fire-ships were employed or no. All that I can assure your High Migh-

tinesses is, that the same day they took a resolution to destroy those twelve ships, they burnt six of the biggest, being ships of three decks; and this day the rest that remained, the least of which carried sixty pieces of cannon, ran the same fate, being burnt with all their ammunition, and provision, together with the six other smaller vessels, which they had lightened of their guns, to try whether it were possible to save them by towing them any higher; so that this expedition has completed the irreparable ruin of the enemy's fleet. I understand this day, from aboard Admiral Russel, that orders are given out to burn the transport-vessels that are in the bay of La Hogue, to the number of about 500, if it may be done with safety; but I fear the execution of the enterprise will be very difficult, by reason of the shallowness of the water where these vessels ly, and the resistance which may be made from the land, and therefore leave the success of the design to Providence."

William was himself a brave Prince, and was also grateful to his brave officers; for this service he settled on Admiral Rooke a pension of 1,000*l. per annum* for life. In the spring of the following year his Majesty went to review the fleet at Portsmouth, and going on board the ship of Admiral Rooke, he dined with him, and conferred on him the honour of knighthood, having previously advanced him to the rank of vice-admiral of the red, in a recent grand naval promotion.

Sir George Rooke was next appointed, with a squadron, to convoy the rich Smyrna fleet,* with orders, in case of misfortune, to put into some of the Spanish ports. He was accompanied by the grand fleet a part of the way, but in the opinion of Sir George not far enough, and his reasons were well founded; the French fleet was not at Brest, and the only probable inducement that he could suppose for their absence was, the hope of intercepting this rich fleet, and he naturally concluded it was gone to Toulon for that purpose. He evinced reluctance to so early a separation; he was, however, left to the prosecution of his voyage alone.

Caution was now more necessary than courage, and Sir George proceeded with that judgment and foresight, which, with his eminent bravery, must entitle him to rank, in his naval character, with the first of British admirals. On the 15th of June he arrived within sixty leagues of Cape St. Vincent, and ordered the Lark cutter to stretch a-head of his scouts into Lagos-bay. On the next day the danger of his situation was confirmed, and he pro-

* *Vide* page 191.

posed in a council of war to lie by that night, that the enemy's strength might be more correctly ascertained in the morning. His advice was over-ruled. It was urged that the wind being fresh northerly, the fleet should push on for Cadiz. They accordingly ran along shore with a prest sail, and several of the enemy's ships cut from their anchors in Lagos bay. A little after day-break the next morning they arrived off Villa Nova, and in the offing ten sail of the enemy's men of war were seen, who, at sight of the British fleet, stood away, destroying as many of their small craft as they could, some of which were captured. A fire-ship had dropped into the fleet in the night, the crew of which imposed an artful story on the admiral, that the French squadron consisted but of fifteen sail of the line, which corresponding with the retreat of the ten ships, was at first believed; it was, however, with more reason, afterwards doubted, and the retreat supposed a mere feint, to lead the fleet more directly into the power of the enemy. About noon, as they approached him, his strength by degrees displayed itself, and eighty sail were at last counted. They appeared in a scattered state; sixteen only made a direct advance. There were three flags, the admiral, vice-admiral of the blue, and rear-admiral of the white. The vice-admiral stood off to sea, with a view to weather the British squadron, and fall in with the merchant ships, the rest lay dispersed to leeward of each other.

The Dutch admiral sent to Sir George, advising him to avoid an action; Sir George had already made preparations to engage, and, of course, differed in opinion. Considering, however, that the Dutch admiral's sentiments might have double weight against him in the event of an unfortunate result, and considering also the great probability that such would be the case, he brought-to, and stood away under an easy sail, having despatched the Sheerness with general orders to the smaller ships to make for the Spanish ports as fast as possible.

The conduct of Sir George Rooke in this affair is perhaps not less creditable to his character, than any in which he has been engaged. His force was but twenty-three ships of war (thirteen English, eight Dutch, and two Hamburghers); his charge was immense, four hundred sail, of various nations. The fleet under M. Tourville consisted of one hundred and twenty sail; sixty-four were of the line, and eighteen were three-deck ships. A loss

was certainly sustained—to the amount it is said of nearly a million sterling; but by far the greatest part of the convoy were saved, and all the ships of war. The French nation was dissatisfied with the capture—the admirals had not done enough—while of Sir George Rooke, it was said in the Dutch gazettes, that he had gained more reputation by his escape than the French had by their conquest.* He received the thanks of the merchants on his return home, and the King promoted him to the rank of vice-admiral of the red, made him one of the lords commissioners of the Admiralty, and in the following year made him admiral of the blue.

Sir George continued to advance in favour with the King, whom, in the month of May, 1695, he again convoyed to Holland. In the autumn of that year, having been previously promoted to the rank of admiral of the white, he was appointed admiral and commander-in-chief in the Mediterranean, having under his command seventy men of war and merchant ships.

On this station he remained several months, affording by a skilful disposition of a very small force, a sufficient protection to our trade, and being ordered to return home, reached the English coast on the 22d of April, 1696.

Great apprehensions had been entertained by the nation that he would be intercepted by the French fleet at Toulon, to which he was greatly inferior in strength; and on his arrival he assumed the command of the grand fleet, with orders to prevent, if possible, the return of the French fleet into port; but intelligence being received that it had got into Brest, Sir George put into Torbay to refit.

His fleet having been here reinforced, amounted to eighty-five sail of the line, and with this force, to facilitate a bombardment of the French coast, he resolved either to burn the whole French fleet, or drive it into the harbour of Brest. But his bold project was interrupted by a summons home, to attend his duty at the Admiralty Board, and after having, in the fullest confidence of

* On his examination at the bar of the House of Commons, it having appeared, that after the grand fleet had parted with him, orders had been sent for his return, he said, that on parting from the fleet he had a very brisk gale of wind, which drove him directly upon the enemy, and retarded the advice-boats.

success, acquainted the Duke of Shrewsbury with his design, it was referred to the privy council, where it was so long under consideration, that though it was ultimately declared a well-concerted measure, the time was gone by for its execution.

In the month of June, 1697, Sir George was appointed admiral and commander-in-chief of the grand fleet, as successor to Admiral Russel, created Earl of Orford, and placed at the head of the Admiralty. The fleet put to sea, but the enemy could not be brought to action. While cruising off the French coast, Sir George fell in with a fleet of Swedish merchantmen, and having ordered a search, and found reason to believe that the greatest part of their cargoes was French property, he sent the vessels under convoy to Plymouth. The Swedish minister interposed, and by some the conduct of Sir George was disapproved. But the admiral was not to be thus driven from his purpose, or dispossessed of his opinion. His conduct seems always to have been regulated by due consideration, and he was conscious that he had not acted upon slight grounds ; * he demanded a trial before the

* The following extract from a pamphlet, entitled, "A Short Account of the true State of the Case of the Swedish Merchant Fleet, lately brought up on their Voyage from France, by Admiral Rooke, and sent into Plymouth." will shew on what grounds Sir George acted in this affair :—

"The Swede did build a ship, of more or less tons, on his own account ; whereupon he could safely make oath before the magistrate, that the same ship was his own, and did really belong to him, and was built at his proper costs and charges; and thereupon he obtained a pass for the said ship, as being a Swedish ship, built in Swedeland, and belonging to one of that King's subjects. This being done, the Swede sold and transported the very same ship to a Dutch, Lubeck, or Hamburgh merchant; who, in consideration of the other service, did give him one quarter, or eighth part (as they could best agree upon), in the said ship, on condition that the Swede should always provide new passes as often as there should be occasion for them ; and that the said ship should always go under the Swede's name, and by that means traffic unmolested to, and with France ; which practice the Swede flattered himself that he might securely enough continue, without acting thereby against his conscience, or committing the least perjury by so doing ; there being no occasion, according to the custom and laws of that country, to make oath afresh, for every other voyage, for getting of new passes, because the first oath sufficeth for good and all. So that, by this mental reservation, the Swede could obtain as many passes as he pleased, and for all that, his conscience not concerned in the least thereby. Nay, by the proofs made against the said Swedish fleet, taken from their

Court of Admiralty, and the result was, a conviction that the ships were freighted with French goods, and Indian merchandise, by French merchants, and that the Swedes had no further interest in the cargos, than an allowance of 2 per cent. for lending their names, procuring passes, &c. &c. to screen the property; and the whole was adjudged good prize.*

Sir George returned to the fleet, and remained off the French coast till the month of October, when, the war having ended with the campaign, he arrived again in London, and was received with

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own hand-writings, books, and letters, now under examination in the Court of Admiralty, it does manifestly appear, that, to take off all suspicion, and to obviate all objections and dangers that might befal such a ship, the foreign merchant ordered the Swede to make a bill of sale of the ship, in the Swede's own name, though he had not the least right to the said ship, nor did any part therein belong to him. Another artifice has also been used, the more easily to obtain the passes in Stockholm; *viz.* Some of those foreign merchants sent their servants thither to be made burghers, *pro forma*; and by this means they procured the passes, although such servant had neither estate nor money for himself, but was supplied by his master, who lived either in Holland, at Lubeck, or at Hamburg, or elsewhere, upon whose account this glorious trade was carried on."

* The nature of the evidence upon which this judgment was founded, may be seen in the following letter from a French merchant to John Conrad Doberik, dated July 26, 1696:—"I thank you, that you will help Martin Francen. I have bought a fly-boat here, of 250 tons, for a good friend, and would gladly let her sail under your name, on condition that you should have a certain profit for it; and assuring myself, that you will not refuse me, seeing it can be done without prejudice to you. I have caused the bill of sale to be made in your name; *viz.* That I have bought the said ship for your account and adventure. Now I would fain have a skipper come from Stockholm, who is a burgher there, and I judge it to be necessary, 1st, That a notary's bill of sale be sent over. 2dly, That a declaration be made before a notary, and witnesses, that the said ship doth belong to you. 3dly, That you write a letter to the magistrate of Stockholm, to grant you to pass; and 4thly, To write a letter to Mr. Conrad, to send such a master with a pass, with order to follow my direction whilst you are in Spain. When you come hither, we shall agree what you shall have for each pass that you shall send for here. The declaration before a notary I shall send you to sign, and the witnesses who subscribe shall be Luke Williamson, Marcus Begman, and the broker; they not knowing otherwise, but that I bought the ship for your account; in this manner, no pass can be denied, and when once a pass is taken out, one may always be had, &c."

that general welcome to which his valuable services had so justly entitled him.

He was in the following year elected member for Portsmouth, and as in the execution of his duties, whether abroad or at home, he appears invariably to have acted as his reason and conscience directed him for his country's good, he frequently voted with the Tories. But he was now in a situation where it was impossible any longer to give general satisfaction, and in voting with the Tories he of course made enemies of the Whigs, who, in the prosecution of their enmity, endeavoured to deprive him of the countenance and good opinion of the King. But William would not be thus rendered unmindful of the bravery and fidelity with which he had served him, in resisting the attack of his foreign enemies; and when urged by the Whigs to remove him from the Admiralty Board, he firmly said, "I will not. Sir George Rooke has served me faithfully at sea, and I will never displace him, for acting as he thinks most for the service of his country in the House of Commons."

In the year 1700, a confederacy was formed by the Kings of Denmark and Poland, and the Elector of Bradenburgh, against the supposed imbecility of the young King of Sweden, Charles the XIIth. His dominions were invaded, and the Swedish minister in England demanded the assistance stipulated in a renewal of the ancient treaty between England and Sweden. The assistance of the States of Holland was also solicited, and a fleet of thirty sail, English and Dutch, was sent to the Baltic, under Sir George Rooke; and, in conjunction with the Swedish squadron, they bombarded Copenhagen, whither the Danish fleet had retired. The consequence of this prompt and energetic resistance, was a treaty of peace in August of the same year, between Denmark, Sweden, and Holstein, and the squadrons returned home.

In the next year, Sir George was again elected for Portsmouth, and as a proof that, in his conduct, he was actuated by principle, the King having been advised by the ministry to support the interest of Sir Thomas Littleton against Mr. Harley, afterwards Earl of Oxford, in the election of a Speaker, spoke to Sir George Rooke and others accordingly. Sir George, nevertheless, voted for Mr. Harley, and he was elected.

At the death of William, the nation was on the eve of a war with France, in consequence of the settlement of the Spanish monarchy agreeably to the late treaty being absolutely violated, by the French monarch's acceptance of the King of Spain's last will, by which the Duke of Anjou was to succeed to the throne at his demise, to the exclusion of Charles, Archduke of Austria; and Queen Ann, on her accession, entered into all the late treaties of William with his allies, to maintain the Spanish succession as before stipulated, in the House of Austria.

Accordingly, Sir George Rooke having been constituted vice-admiral, and lieutenant of the Admiralty of England, as also lieutenant of the fleets and seas of this kingdom, was, on the declaration of war against France, sent with a fleet against Cadiz,* in conjunction with the Duke of Ormond, who was to command the land forces. This fleet consisted of thirty ships of the line, besides smaller vessels, and was joined by a Dutch squadron of twenty ships of the line, in all about one hundred and sixty sail—the combined land forces amounted to 13,801.

The fleet sailed from Spithead on the 19th of June, 1702, and arrived off Cadiz on the 12th of August. The isle of Leon having been found eligible in its shores and bays for a descent, it was strenuously insisted on by the Duke of Ormond in a council of war, but was opposed by many others of the council, and especially by the sea officers, in favour of a previous attack on Fort St. Catharine and Port St. Mary. The governor of Fort St. Catharine, Don Scipio De Brancacio, was accordingly summoned to surrender to the House of Austria, by the Duke of Ormond, who threatened to hang him if he refused, to which the governor replied, "That if he must be hanged, it was all one to him, whether by the Duke of Ormond or the Governor of Cadiz." On the 15th of August, the forces were landed in the Bay of Bulls, and Fort St. Catharine and Fort St. Mary's were subsequently captured; but their progress was stopped at Matagorda Fort, where, having no firm ground on which to erect a battery, the expedition against Cadiz terminated, and the troops re-embarked.

While preparing for their return to England, intelligence was

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* *Vide* page 193.

received, that a fleet of galleons had put into Vigo,* under convoy of a French squadron. The instant determination of Sir George to attack them was the next day proposed in a council of flag-officers, which being unanimously agreed to, the fleet immediately sailed thither, and on the 11th of October arrived before the harbour of Rodondello.

The proceedings of this attack, and their consequent success, we have already stated, in our memoir of Sir Cloudesley Shovel. On the 7th of November, the fleet arrived in the Downs, and the admiral shortly after came up to London.

During his absence a new parliament having been called by the Queen, Sir George had been re-elected for Portsmouth, and on taking his seat, he received the thanks of the House for his services at Vigo, in the following address from the Speaker :—

" SIR GEORGE ROOKE,

" You are now returned to this house after a most glorious expedition ; her Majesty began her reign with a declaration, that her heart was truly English ; and heaven hath made her triumph over the enemies of England ; for this, thanks hath been returned in a most solemn manner to Almighty God. There remains yet a debt of gratitude to those who have been the instruments of so wonderful a victory, the duke of Ormond and yourself, who had the command of the sea and land forces. In former times admirals and generals have had success against France and Spain separately, but this action at Vigo hath been a victory over them confederated together; you have not only spoiled the enemy, but enriched your own country ; common victories bring terrors to the conquered; but you brought destruction upon them, and additional strength to England.

" France hath endeavoured to support its ambition by the riches of India ; your success, Sir, hath only left them the burden of Spain, and stripped them of the assistance of it, The wealth of Spain and ships of France are by this victory brought over to our juster cause. This is an action so glorious in the performance, and so extensive in its consequences, that, as all times will preserve the memory of it, so every day will inform us of the benefit.

" No doubt, Sir, but in France you are written, in remarkable characters, in the black list of those who have taken French gold ; and it is justice done to the duke of Ormond, and your merit, that you should stand recorded in the registers of this house, as the sole instruments of this glorious victory ; therefore this house came to the following resolution :

" Resolved, *nemine contradicente*, That the thanks of this house be given to the duke of Ormond, and Sir George Rooke, for the great and signal

* *Vide* page 194.

service performed by them, for the nation, at sea and land, which thanks I now return you."

To this Sir George Rooke answered:

"MR. SPEAKER,

"I am now under great difficulty how to express myself on this very great occasion; I think myself very happy, that, in zeal and duty to yourself, it hath been my good fortune to be the instrument of that which may deserve your notice, and much more the return of your thanks.

"I am extremely sensible of this great honour, and shall take all the care I can to preserve it to my grave, and convey it to my posterity, without spot or blemish, by a constant affection, and zealous perseverance in the queen's and your service. Sir, no man hath the command of fortune, but every man hath virtue at his will; and though I may not always be successful in your service, as upon this expedition, yet I may presume to assure you, I shall never be more faulty.

"I must repeat my inability to express myself upon this occasion: but, as I have a due sense of the honour this house hath been pleased to do me, I shall always retain a due and grateful memory of it. And, though my duty and allegiance are strong obligations upon me to do my best in the service of my country, I shall always take this as a particular tie upon me to do right and justice to your service upon all occasions."

But though his conduct at Vigo had been thus honourably noticed, and he had been made one of her Majesty's privy council, the failure of the Cadiz expedition having been attributed by the Duke of Ormond principally to the behaviour of Sir George Rooke, an inquiry was resolved on in the House of Lords, where he had few friends. Sir George, in turn, arraigned his instructions, and in his defence clearly proved that they were contradictory, the tenor and spirit of which were, to spare the people, and attack the throne; but it appeared that there was no possibility of reaching the throne but through the people, whose attachment to it was sufficiently evident to contradict the assertions of the Prince of Hesse D'Armstadt, that they were generally inclined to the House of Austria. The fact was clear, that Sir George had been sent with a force, and at the same time with instructions virtually not to use it; and when Sir George was proceeding to bombard Cadiz, the Prince of Hesse D'Armstadt protested against it, as tending to alienate the people from the Austrian interest. The Prince's representations were supported by the instructions, and Sir George could do nothing—his conduct was, of course, justified by a vote of the House. Nor was this acquittal other

than the result of irrefragable evidence that he had done all that it was in his power to do towards the success of the expedition; for his enemies were neither few nor powerless, and nothing but the clearness of his public character could have maintained him in his public station.

He projected in the following year another scheme against the enemy, but the delay occasioned by his waiting for the Dutch, and the restraint of the Lord High Admiral, when he would have sailed, rendered the execution of it too late to be effectual. His intention was, by sailing early to the Bay of Biscay, to lay hold of such of the enemy's ships of war as might be found off Port Louis, and Rochefort, and to annoy their trade. In pursuance of his plan, he arrived, in April, with eighteen ships of the line, at St. Helen's, with which it was his wish to put to sea immediately; but he was ordered to wait for the Dutch. In the beginning of May, he was so ill as to feel it necessary to request leave to go to Bath, and Admiral Churchill was sent to relieve him in his duty. But previous to his arrival, Sir George, finding himself better, sailed. At the Isle of Wight, he was informed, that the enemy being acquainted with his designs, most of their squadrons had put to sea. Sir George made for the French coast, but could do no more than alarm the enemy, by a month's cruise, and return.

In the meanwhile, his enemies at home had availed themselves of his illness to represent it feigned; * and having, on his return, again

* Bishop Burnet thus speaks of Sir George and the expedition:— "This year things at sea, were ill designed, and worse executed: the making Prince George our Lord High Admiral, proved, in many instances, very unhappy to the nation: men of bad designs imposed on him; he understood those matters very little, and they sheltered themselves under his name, to which a great submission was paid; but the complaints rose the higher for that; our main fleet was ready to go out in May, but the Dutch fleet was not yet come over; so Rooke was sent out to alarm the coast of France: he lingered long in port, pretending ill health; upon that Churchill was sent to command the fleet; but Rooke's health returned happily for him, or he thought fit to lay aside that pretence, and went to sea, where he continued a month; but in such a station, as if his design had been to keep far from meeting the French fleet, which sailed out at that time, and to do the enemy no harm, not so much as to disturb their quiet, by coming near their coasts; at last he returned without having attempted any thing."

applied for leave to go to Bath, they reported him laid aside, which was all rather what they wished than what they believed—such is the petty malevolence of party.

In the midst of these party differences, by which at that time the government of the country, and the country itself, were so greatly agitated, its attention was much engrossed by continental affairs. The dominion of Spain in the Bourbon family was an object of alarm too great to remain without strenuous exertions for its removal. Accordingly, it had been agreed with the Emperor, that his son, the Archduke Charles, should assume the title of King of Spain, demand the Infanta of Portugal in marriage, and, with the assistance of the maritime powers, commence operations in furtherance of his claim. The King of Portugal, who, with his ministry, was sufficiently aware, that by the union of Spain to the crown of France, he would insecurely wear his own; allured by the prospect of the Infanta becoming Queen of Spain; and on the other hand, awed by the great naval force which then commanded the ocean, acceded to the alliance; and by a treaty concluded at Lisbon, between the Emperor, the Queen of Great Britain, the King of Portugal, and the States-general, it was stipulated that King Charles should be conveyed to Portugal by a powerful fleet, having on board twelve thousand soldiers, with the necessary supply of money, arms, &c. and on his landing to be joined by eight-and-twenty thousand Portuguese.

Sir George was appointed, in the beginning of the year 1704, to command this fleet, and early in the month of February he was actively employed at Portsmouth in hastening the progress of its fitment. But the Dutch, who were to augment his force, were not in equal haste, and as the King of Spain was anxious to depart, he generously offered to proceed without the Dutch, if he might be assured of having a reinforcement sent after him—and the only assurance he required was, the appointment of Sir Cloudesley Shovel to command it.

His proposition being accepted, Sir George sailed on the 12th of February from St. Helen's, for Lisbon,* where he arrived safely on the 25th, and was presented by King Charles with a diamond-hilted sword, diamond buckle for his hatband, button

* *Vide* page 199.

and loop, to testify the high sense he had of the zeal and diligence of Sir George in his service.

But whatever might have been the attachment of Sir George to the service of King Charles III. or his cause, it is evident that his zeal for the honour of his country was paramount; for in adjusting the ceremonial of his landing, the King of Spain having proposed, as the King of Portugal's desire, that, upon his coming on board the admiral's ship in his barge of state, and striking his standard, the English flag might be struck at the same time; and that, when himself, with the King of Portugal, should leave the ship, the Portuguese standard should be hoisted, and the admiral's flag continue struck until they were on shore, Sir George replied, "that so long as his Majesty was on board, he might command the flag to be struck when he pleased; but that whenever he left the ship, he was himself admiral, and obliged to execute his commission, by immediately hoisting his flag. But even this instance of patriotic zeal did not give general satisfaction at home.*

A council of war having been held to determine on future proceedings, it was resolved to despatch a squadron of seventeen sail, to cruise off Cape Spartel, to which were afterwards added five more; this squadron was placed under the command of Rear-admiral Dilkes. On the 9th of March, Sir George put to sea.

* In the recent treaty with Portugal, the rights, or customs, of the British flag appear to have become matter of question, as thus stated by Bishop Burnet:—"In this treaty, an accident happened, that had almost spoiled all: the king of Portugal insisted on demanding the flag, and other respects to be paid by our admiral, when he was in his ports. The Earl of Nottingham insisted it was a dishonour to England to strike, even in another king's ports. This was not demanded of the fleet that was sent to bring over Queen Katharine: so, though Methuen, our ambassador, had agreed to this article, he pressed the queen not to to ratify it.—The Lord Godolphin looked on this as too inconsiderable to be insisted on; the whole affairs of Europe seemed to turn upon this treaty, and so important a matter ought not to be retarded a day, for such punctilios, as a salute, or striking the flag; and it seemed reasonable, that every sovereign prince should claim these acknowledgments, unless where it was otherwise stipulated by express treaties. The laying so much weight on such matters, very much heightened jealousies; and it was said, that the earl of Nottingham and the Tories seemed to lay hold on every thing that could obstruct the progress of the war: while the round proceeding of the Lord Godolphin reconciled many to him."

On the 12th, Rear-admiral Dilkes fell in with four sail, commanded by Don Diego Bicuna. Admiral Dilkes had with him the Kent, Bedford, Suffolk, Antelope, and Panther. At eleven the enemy was engaged, but it was noon before the rear-admiral could bring his own ship into action; of the enemy, two galleon men of war, of sixty guns, the Porta-Cœli, and the St. Theresa, and one ship of twenty-four guns were captured, laden with bombs, guns, &c. from St. Sebastian's, bound for Cadiz, with seven hundred prisoners. The St. Theresa was lost going into Lisbon, where the rear-admiral arrived on the 25th of March.

On the return of Sir George to Lisbon, after a month's cruise, he found orders from the Queen to sail to the relief of Nice and Villa Franca, threatened by the Duke de Vendome. At the same time, the Prince of Hesse D'Armstadt having projected an attack on Barcelona, under a prepossession that the Catalonians, if supported, would declare for the House of Austria, King Charles urged the admiral to escort the troops destined for the invasion of Catalonia. The reinforcement promised under Sir Cloudesley Shovel had not arrived, and a consideration of the probable consequences of Nice and Villa Franca remaining unaided by the relief he had received such positive orders to supply, greatly embarrassed him in his determinations. He, however, at length, consented to convoy the troops, if immediately embarked, and having sailed accordingly, he arrived on the 18th of May before the city of Barcelona. The troops were landed under the Prince of Hesse, and many of the inhabitants were friendly to the cause of Charles, but, the chiefs of the Austrian party having been secured, it was judged necessary to re-embark the troops.

The departure of Sir Cloudesley Shovel with the reinforcement, had been delayed in consequence of information received, that a strong squadron was fitting out at Brest, supposed to be destined for the Mediterranean, and Sir Cloudesley was ordered to watch its motions.

The expedition to Barcelona having failed, Sir George proceeded to the execution of his orders respecting Nice and Villa

Franca, and on the 21st of May steered for the Isles of Hieres, in his passage to which his fleet was separated by a storm. On the 27th the fleet was again collected, and the Brest squadron being discovered, Sir George immediately sailed in pursuit of it, and having chased it into Toulon, sailed for Lisbon.

On the 16th of June, two days after passing through the Straits' Mouth, Sir George was joined by the squadron under Sir Cloudesley Shovel, when a council of war was immediately held, which determined nothing, though much was proposed.*

But Sir George's natural repugnance to inaction, and his consciousness of the necessity, with so large a force, of doing something, induced him, on the 17th of July, being then in the bay of Tetuan, to call another council, and to urge the indispensable obligation that lay on them, of effecting something commensurate with the force entrusted to them; and after long debate, a prompt and vigorous attack on Gibraltar, proposed by Sir George, was resolved on, the proceedings of which we have before briefly stated.† The following is Sir George's official report:—

"The 17th of July, the fleet being then about seven leagues to the eastward of Tetuan, a council of war was held on board the Royal Catharine, wherein it was resolved to make a sudden attempt upon Gibraltar; and, accordingly, the fleet sailed thither, and the 21st got into that bay; and, at three o'clock in the afternoon, the marines, English and Dutch, to the number of 1800, with the Prince of Hesse at the head of them, were put on shore on the neck of land to the northward of the town, to cut off any communication with the country. His Highness having posted his men there, sent a summons to the governor to surrender the place, for the service of his Catholic Majesty; which he rejected with great obstinacy; the admiral, on the 22d in the morning, gave orders that the ships which had been appointed to cannonade the town, under the command of Rear-admiral Byng, and Rear-admiral Vanderdussen, as also those which were to batter the south mole-head, commanded by Captain Hicks, of the Yarmouth, should range themselves accordingly; but the wind blowing contrary, they could not possibly get into their places, till the day was spent. In the mean time, to amuse the enemy, Captain Whitaker was sent with some boats, who burnt a French privateer of twelve guns at the Mole. The 23d, soon after break of day, the ships being all placed, the admiral gave the signal for beginning the cannonade; which was performed with very great fury, above 15,000 shot being made in five or six hours time against the town, insomuch that the enemy were soon beat from their guns, especially at the south mole-head: whereupon the admiral, consi-

* *Vide* page 200. † *Ibid. et seq.*

dering that by gaining the fortification they should of consequence reduce the town, ordered Captain Whitaker, with all the boats, armed, to endeavour to possess himself of it; which was performed with great expedition. But Captain Hicks, and Captain Jumper, who lay next the Mole, had pushed ashore with their pinnaces, and some other boats, before the rest could come up; whereupon the enemy sprung a mine, that blew up the fortifications upon the Mole, killed two lieutenants, and about forty men, and wounded about sixty. However, our men kept possession of the great platform which they had made themselves masters of, and Captain Whitaker landed with the rest of the seamen which had been ordered upon this service; they advanced, and took a redoubt, or small bastion, halfway between the mole and the town, and possessed themselves of many of the enemy's cannon. The admiral then sent a letter to the governor; and, at the same time, a message to the Prince of Hesse to send him a peremptory summons; which his Highness did accordingly; and, on the 24th, in the morning, the governor desiring to capitulate, hostages were exchanged, and the capitulation being concluded, the Prince marched into the town in the evening, and took possession of the land and north-mole gates, and the out-works. The articles are in substance as follow:—

1. That the garrison, officers, and soldiers, may depart, with their necessary arms and baggage, and the officers, and other gentlemen of the town, may also carry their horses with them; they may, likewise, have what boats they shall have occasion for.

2. That they may take out of the garrison three pieces of brass cannon, of different weight, with twelve charges of powder and ball.

3. That they may take provisions of bread, wine, and flesh, for six days' march.

4. That none of the officers baggage be searched, although it be carried out in chests or trunks. That the garrison depart in three days; and such of their necessaries as they cannot carry out with conveniency, may remain in the garrison, and be afterwards sent for; and that they shall have the liberty to make use of some carts.

5. That such inhabitants, and soldiers, and officers of the town, as are willing to remain there, shall have the same privileges they enjoyed in the time of Charles II. and their religion and tribunals shall remain untouched, upon condition that they take an oath of fidelity to King Charles III. as their lawful king and master.

6. That they shall discover all their magazines of powder, and other ammunition, or provisions and arms, that may be in the city.

7. That all the French, and subjects of the French King, are excluded from any part of these capitulations, and all their effects shall remain at our disposal, and their persons prisoners of war.

"The town is extremely strong, and had an hundred guns mounted, all facing the sea, and the two narrow passes to the land, and was well supplied with ammunition. The officers, who have viewed the fortifications,

affirm, that there never was such an attack as the seamen made; for that fifty men might have defended those works against thousands. Ever since our coming to the bay, great numbers of Spaniards have appeared on the hills; but none of them have thought fit to advance towards us."

Sir George sailed again to Tetuan to wood and water the fleet, and on the 9th of August, on his return to Gibraltar, came in sight of the French fleet, commanded by Count de Thoulouse. The enemy declined battle, but Sir George being resolved to force an action, if possible, pursued, and on the 13th came within three leagues of him. The French fleet now formed a line to receive him, and the action soon after commenced,* of which we shall here give Sir George's own account, as dated on board the Royal Katharine, off Cape St. Vincent, August 27, O. S. 1704, addressed to his Royal Highness Prince George of Denmark :—

" On the 9th instant, returning from watering our ships on the coast of Barbary, to Gibraltar, with little wind easterly, our scouts to the windward made the signals of seeing the enemy's fleet; which, according to the account they gave, consisted of sixty-six sail, and were about ten leagues to windward of us. A council of flag-officers was called, wherein it was determined to lie to the eastward of Gibraltar, to receive and engage them. But perceiving that night, by the report of their signal guns, that they wrought from us, we followed them in the morning, with all the sail we could make.

" On the 11th, we forced one of the enemy's ships ashore, near Fuengorolo; the crew quitted her, set her on fire, and she blew up immediately. We continued still pursuing them; and the 12th, not hearing any of their guns all night, nor seeing any of their scouts in the morning, our admiral had a jealousy they might make a double, and, by the help of their gallies, slip between us and the shore to the westward; so that a council of war was called, wherein it was resolved, That, in case we did not see the enemy before night, we should make the best of our way to Gibraltar; but standing in to the shore about noon, we discovered the enemy's fleet and gallies to the westward, near Cape Malaga, going very large. We immediately made all the sail we could, and continued the chase all night.

" On Sunday the 13th, in the morning, we were within three leagues of the enemy, who brought to, with their heads to the southward, the wind being easterly, formed their line and lay-to to receive us. Their line consisted of fifty-two ships, and twenty-four gallies; they were very strong in the centre, and weaker in the van and rear, to supply which, most of the gallies were divided into those quarters. In the centre was Monsieur De Thoulouse, with the white squadron; in the van the white and blue,

* *Vide* page 201.

and in the rear the blue; each admiral had his vice and rear-admirals: our line consisted of fifty-three ships, the admiral, and rear-admirals Byng and Dilkes, being in the centre; Sir Cloudesley Shovel and Sir John Leake led the van, and the Dutch the rear.

"The admiral ordered the Swallow and Panther, with the Lark and Newport, and two fire-ships, to lie to the windward of us, that in case the enemy's van should push through our line with their gallies and fire-ships, they might give them some diversion.

"We bore down upon the enemy in order of battle, a little after ten o'clock, when, being about half-gun shot from them, they set all their sails at once, and seemed to intend to stretch a-head and weather us, so that our admiral, after firing a chase-gun at the French admiral, to stay for him, of which he took no notice, put the signal out, and began the battle, which fell very heavy on the Royal Katharine, St. George, and the Shrewsbury. About two in the afternoon, the enemy's van gave way to ours, and the battle ended with the day, when the enemy went away, by the help of their gallies, to the leeward. In the night, the wind shifted to the northward, and in the morning to the westward, which gave the enemy the wind of us. We lay by all day, within three leagues one of another, repairing our defects; and at night they filled and stood to the northward.

"On the 15th, in the morning, the enemy was got four or five leagues to the westward of us; but a little before noon we had a breeze of wind easterly, with which we bore down on them till four o'clock in the afternoon; it being too late to engage, we brought to, and lay by with our heads to the northward all night.

"On the 16th, in the morning, the wind being still easterly, hazy weather, and having no sight of the enemy or their scouts, we filled and bore away to the westward, supposing they would have gone away for Cadiz; but being advised from Gibraltar, and the coast of Barbary, that they did not pass the Straits, we concluded they had been so severely treated as to oblige them to return to Toulon.

"The admiral says, he must do the officers the justice to say, that every man in the line did his duty, without giving the least umbrage for censure or reflection; and that he never observed the true English spirit so apparent and prevalent in our seamen as on this occasion.

"This battle is so much the more glorious to her Majesty's arms, because the enemy had a superiority of six hundred great guns, and likewise the advantage of cleaner ships, being lately come out of port, not to mention the great use of their gallies, in towing on or off their great ships, and in supplying them with fresh men, as often as they had any killed or disabled. But all these disadvantages were surmounted by the bravery and good conduct of our officers, and the undaunted courage of our seamen."

On the return of Sir George to England, he was graciously received by the Queen and the Lord High Admiral; but although

the victory was completely destructive of the French power by sea, it could not impress on the minds of the Whig party a sufficiently due sense of it to induce them even to mention it in their addresses to the Queen, on the success of her arms. The memorable battle of Blenheim had been added to the victories of the Duke of Marlborough that year, and the Whigs were either really or politically insensible of any other. The Tories were more just, as will appear by the following address, presented by Sir Richard Vivyan, Bart. and James Buller, Esq. Knights of the shire for the county of Cornwall, and written by the poet Granville, afterwards Lord Lansdown :—

" TO THE QUEEN'S MOST EXCELLENT MAJESTY :

" Permit, Madam, the landlords, bounders, adventurers, and whole body of the tinners of Cornwall, with hearts full of all dutiful acknowledgments, to approach your Majesty, who want words to express their gratitude, their joy, their admiration, for the wonderful success of your Majesty's arms, under the conduct of his grace the Duke of Marlborough.

" Never was success greater in all its circumstances, a design more secretly carried on, so effectually supported from home, so vigorously executed abroad, on which no less than the liberty of Europe depended ; a cause worthy the best of princes, a victory worthy the greatest of generals, which will transmit to all future ages your Majesty's name truly great ; great for deliverance, not for oppression.

" But it is not enough that your Majesty triumphs at land ; to complete your glory, your forces at sea have likewise done wonders. A fleet so much inferior, in so ill a condition, by being so long out, in such want of ammunition, by taking Gibraltar without gallies, which were of so great service to the enemy ; all these disadvantages considered, nothing certainly could equal the conduct of your admiral, the bravery of your officers, the courage of your seamen during the engagement, but their conduct, their bravery, and their courage after it, whereby they perfected a victory, which otherwise, in human probability, must have ended in an overthrow ; an action as great in itself as happy in its consequences.

" May your Majesty never want such commanders by sea and land, such administration in the management of the public treasure, which so much contributes to the success of armies and of fleets.

" May your Majesty never want, what sure you never can, the hearts, the hands, the purses, of all your people. Had not we, Madam, of this country, inherited the loyalty of our ancestors, which your Majesty has been pleased so graciously to remember, such obligations must have engaged the utmost respect ; and such all of us will ever pay to your sacred person and government, as with one voice we daily pray, LONG LIVE QUEEN ANNE, to whom many nations owe their preservation."

The ministry, who should have been the most sensible of Sir George's services, and among the first to acknowledge them, were alarmed by this and similar addresses; for while the House of Lords, in which the Whig interest prevailed, was totally silent on the merits of Sir George Rooke, the Commons were honestly addressing the Queen to bestow a bounty upon the seamen and land forces who had behaved so gallantly in the late actions at sea and land.

This could not but be grateful to Sir George, but the increasing animositity between the Whigs and Tories, both in the cabinet and in the House of Peers, elicited by the consideration of his services in the Battle of Malaga, finally determined him to a resignation of his command, and to retire from public business.* Even the Queen herself was offended at the mention, in an address from the University of Oxford, of Sir George Rooke's victory with that of the Duke of Marlborough—whose wife was now become her chamber-counsellor.

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* Mr. Hornby, the reputed author of the famous "Caveat against the Whigs," which is now extremely scarce, gives the following reflections on the disgrace of this great admiral. "In 1704," says he, "Sir George Rooke, with a crew of cabin-boys, took the almost impregnable fortress of Gibraltar; so that, at the same time, British trophies were erected eastward as far as the banks of the Danube, and her flags were seen waving on the towers of the most western part of Europe, where Hercules fixed his *ne plus ultra*. After this, under great disadvantages, both in the number, rates, and condition of his ships, and, above all, in the want of ammunition, he so far convinced the French how unequal a match they were for us on the watry element, that they never after ventured to equip another royal navy; yet, how were his services undervalued by the faction here! Gibraltar, which was able to defy the power of Spain, and to baffle and waste their army in a fruitless siege, and which is likely to continue to future ages, an honour to our arms and a safeguard to our commerce, was a place of no strength or value, and the engagement at sea was celebrated with lampoons, instead of congratulations. Neither his actions in this war, nor in the last, his conduct in saving our Turkey fleet, or his courage in destroying the French ships at La Hogue, could prevail with them to allow him any share of skill or bravery; so that he is to wait for justice from impartial posterity, not only in these qualities, but in one much more rare in this age, which he shewed in refusing to ask a privy seal for a sum of money remaining in his hands of what had been remitted to him; as he had not wasted it in monstrous bowls of punch, so he scorned to enrich himself by converting the public treasure to his own use, but justly accounted

Thus was Sir George Rooke, after years of toil and danger spent in maintaining the honour and safety of his country against foreign insult and invasion, dismissed to contemplate in retirement the vanity of his endeavours—or rather the ingratitude of those for whom they had been exerted. Yet let us not confound the nation with the hub-bub government by which it was at that time ruled—his actions spoke to the hearts and understanding of thousands, whose good wishes accompanied him in his retirement, affording a consolation infinitely more gratifying than a seat either in the council or assembly of insensate partizans.

Sir George now retired to his seat in Kent, where he lived as a private gentleman, in the exercise of the respective duties of husband, father, and friend, regulated by that steadiness of principle which characterized his public conduct; and on the 24th of January, 1708-9, in the 58th year of his age, he died of the gout, a complaint with which he had been many years afflicted.

His character has been so ably summed up by Dr. Campbell, that we should hold ourselves inexcusable to omit the insertion of it:—

"His zeal for the church, and his strict adherence to the Tories, made him the darling of one set of people, and exposed him no less to the aversion of another; which is the reason that an historian finds it difficult to obtain his true character from the writings of those who flourished in the same period of time. For my part, I have studied his actions, and his behaviour, and from thence have collected what I have delivered of him, without favour or prejudice: he was certainly an officer of great merit, if either conduct or courage could entitle him to that character. The former appeared in his behaviour on the Irish station, in his wise and prudent management, when he preserved so great a part of the Smyrna fleet, and particularly in the taking of Gibraltar, which was a project conceived and executed in less than a week. Of his courage he gave abundant testimonies; but especially in burning the French ships at La Hogue, and in the

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for it. These monuments, in spite of envy and detraction, will remain to his honour in the records of time, and his memory will live without the assistance or expence of a lumpish pile of stones, clamped up against the walls of Westminster-abbey, as was bestowed to commemorate the loss of some of her Majesty's ships, and the more valuable lives of many of her subjects, for want of common care and discretion."

battle off Malaga, where he behaved with all the resolution of a British admiral; and as he was first in command, was first also in danger.

In party matters, he was, perhaps, too warm and eager, for all men have their failings, even the greatest and best; but in action he was perfectly cool and temperate, gave his orders with the utmost serenity, and as he was careful in marking the conduct of his principal officers, so his candour and justice were always conspicuous in the accounts he gave of them to his superiors: he there knew no party, no private considerations, but commended merit wherever it appeared. He had a fortitude of mind that enabled him to behave with dignity upon all occasions, in the day of examination as well as in the day of battle; and though he was more than once called to the bar of the House of Commons, yet he always escaped censure; as he likewise did before the lords; not by shifting the fault upon others, or meanly complying with the temper of the times, but by maintaining steadily what he thought right, and speaking his sentiments with that freedom which becomes an Englishman, whenever his conduct in his country's service is brought in question. In a word, he was equally superior to popular clamour, and popular applause; but above all, he had a noble contempt for foreign interests when incompatible with our own, and knew not what it was to seek the favour of the great, but by performing such actions as deserved it.

In his private life he was a good husband, and a kind master, lived hospitably towards his neighbours, and left behind him a moderate fortune: so moderate, that, when he came to make his will, it surprised those that were present, but Sir George assigned the reason in few words. "I do not leave much," said he, "but what I leave was honestly gotten, it never cost a sailor a tear, or the nation a farthing." As to this last article, I cannot but take notice that, even after he was laid aside, a privy seal was offered him for passing his accounts, but he refused it, and made them up in the ordinary way, and with all the exactness imaginable.

Sir George was thrice married; first, to Mrs. Mary Howe, the daughter of Sir Thomas Howe, of Cold Berwick, in the county of Wilts, baronet: next, to Mrs. Mary Lutterel, daughter of Colonel Francis Lutterel, of Dunster-castle, in Somersetshire, who died in child-bed of her first child, in the month of July, 1702; and lastly, to Mrs. Katherine Knatchbull, daughter to Sir Thomas Knatchbull, of Mersham-hatch, in the county of Kent, baronet; by which wives he left only one son, born of the second, George Rooke, Esq. the sole heir of his fortune.

A beautiful monument has been erected to his memory in the cathedral church of Canterbury, with his character inscribed.

# NAUTICAL ANECDOTES AND SELECTIONS.

*Particulars of the Capture of His Majesty's ships Cyane, Captain Falcon, and the Levant, Hon. Captain Douglas, by the American frigate Constitution, Captain Stewart.*

THE Constitution left Boston Bay on the 17th of December last, on a cruise. On the 20th of February, about 100 miles eastward of Madeira she fell in with and captured, after a very warm action, the British sloops of war Cyane and Levant, from Gibraltar bound to the Western Islands. The enemy was discovered by the largest of our ships (which was the Cyane), about one o'clock in the afternoon, when she soon tacked and stood towards her. At two o'clock, coming up within a sufficient distance for the purpose, she made signals to the Constitution, to ascertain whether she was a friend or foe; but from their not being answered by the enemy, she knew her to be an American frigate, and immediately bore up and made all sail to the westward, for the purpose of communicating with her consort, the Levant; making signals to her at the same time, and enforcing their observance with guns. The Constitution made all sail in chase, gaining fast, and on arriving within gun-shot, commenced, at about half-past three o'clock, a fire from her bow chasers. At 45 minutes past three the Constitution's mainroyal was carried away by press of sail, which enabled the Cyane to distance her fire. The Levant, then to leeward, having answered signals made by the Cyane, hauled her wind and crowded canvass to pass within hail of her consort, which she accomplished at a few minutes before six. Our two ships at this time had concluded it most advisable to delay the action, if possible, till the evening, in order to gain the advantage of the enemy in their manœuvres. At six the Cyane and Levant hauled to on the starboard tack, and hauled up their main courses, when the Constitution hauled up on the same tack to preserve the weather guage, hauled up her courses also, and hoisted the American union. At ten minutes past six the Cyane got upon the Constitution's larboard quarter, and the Levant upon her larboard bow, when the broadsides of all three ships immediately opened, with a tremendous and well-directed fire. The action continued in this position nearly half an hour, when, from the loss of her main top-gallant mast and gaff, which had been shot away, and from other serious damage in her rigging, the Cyane broke round off, perfectly unmanageable. Just previous to this, the Levant on the Constitution's bow, ranged a-head with the intention of raking the enemy, which the latter frustrated by boarding her fore-tack and thereby fore-reaching on her. This compelled the Levant to put her helm up, and receive the raking fire of the Constitution; which she did, and with all possible expedition made sail before the wind, having suffered very severely in her running rigging. During these occurences, the Cyane, upon the Constitution's quarter, had endeavoured to cross her stern, but from her disabled condition, she could not effect her purpose. When the Levant made sail, the enemy's frigate

wore, which brought the Cyane on her starboard bow, and then ranged alongside of her. The Cyane being much disabled, and having five feet water in her hold, was not in a condition to renew the contest, and therefore struck her colours and fired a gun to leeward. The Constitution put her second lieutenant (Hoffman), and a prize crew on board; and at half-past seven, made sail in pursuit of the other sloop of war, who had repaired damages, obtained the weather guage, and was standing down upon the Constitution. Arriving within a proper distance, she fired a broadside into the Constitution, and hauled her wind for the northward. The Constitution sailing much faster than the Levant, overhauled her at nine o'clock, when all further resistance being useless, she struck her colours; and the Constitution put her first lieutenant (Ballard) on board, as prize-master. The evening was a fair moonlight. The Constitution had 4 killed and 12 wounded; and the Cyane 4 killed and 13 wounded; and the Levant 6 killed and 16 wounded.

AMERICAN OFFICIAL ACCOUNT OF THE CAPTURE OF THE CYANE, OFF MADEIRA:—

*Copy of a letter from Lieutenant Hoffman to the Secretary of the Navy, dated His Britannic Majesty's ship Cyane, New York, April* 10, 1815.

"Sir—I have the honour to inform you that on the evening of the 20th of February last, while cruising off Madeira, the United States frigate, Constitution fell in with His Britannic Majesty's ships Cyane and Levant, which she captured after an action of fifty minutes.

"The Cyane is a frigate-built ship, mounting 24 carriage guns, viz. twenty-two 32-pound carronades on the main-deck, eight 18-pound carronades on the quarter-deck, two 18-pound carronades and two long nines on the forecastle; and, from the best information I could obtain, carrying a complement of 175 men, commanded by Gordon Falcon, Esq. The Levant, mounting twenty-one carriage guns, viz. eighteen 24-pound carronades, two long nines, and a shifting 12-pounder on the top gallant forecastle, with a complement of 150 men, commanded by the Hon. George Douglas. Both ships suffered severely in their spars, rigging, and sails. The Constitution received but trifling injury, having only four men killed and ten wounded. As to the loss of the enemy, I cannot possibly ascertain, but should presume it was very severe.

"Very respectfully I have the honour to be, &c.

"*The Hon. B. W. Crowninshield, Secretary of the Navy, Washington.*" *B. T. Hoffman.*"

MERIT REWARDED.

The Magistrates and Council of the city of Glasgow, on the 23d May voted the sum of 10*l.* sterling, being a mortification [qy. mortuary?] of the late Mr. Coulter, as a mark of distinction and approbation, to James Black (who is a native of the said city), late a seaman in His Majesty's royal navy, and at present postmaster in the village of Parkhead, near Glasgow; and which sum was voted to him for several improvements and new inventions which

he has made. Particularly an improvement on a ship's windlass, by which the anchor is weighed with more ease, speed, and safety, and by fewer hands, than at present can be done by the common windlass. Likewise, an improvement on a ship's capstan, upon the same principle as the windlass; and who has lately sent to the Lords of the Admiralty a model of a plan intended for the use of his Majesty's navy, which is designed to impel a ship to move in calms or in light winds, when in chase, &c.

### DISSOLUTION OF THE SAN NICOLAS.

On Saturday the San Nicolas, of 84 guns, captured by Nelson in the action off Cape St. Vincent, sailed from Plymouth for Fowey, having been purchased to be broken up. She arrived there, under the direction of Captain Colmer, in five hours, and went up the harbour at low-water mark. On her arrival, she was welcomed by a band of music, and the surrounding hills were covered with spectators; she being the first ship of such magnitude ever known to enter Fowey harbour.

### EXTRAORDINARY PHENOMENON IN THE SUN.

The following is an authentic and correct account, for the truth of which Captain Hayes, of his Majesty's ship Majestic, now lying in Plymouth harbour, and the whole of his officers and ship's company, may be appealed to:—

On the morning of the 27th of August, 1813, the Majestic being then off Boston, the men on board observed, at the rising of the sun, the complete figure of a man in the centre of that luminary, with a flag divided by three lines in his hand. He was at first on his back, but as the day advanced he gradually assumed an erect posture, and at mid-day stood upright; towards evening he as gradually declined, descending with his flag headforemost.

On the 28th it retained the same outline, but had become a skeleton.

On the 29th the figure was disjointed, and its parts gradually assumed the appearance of six separate flags, united in a circle by an apparent cord or line. After this, nothing more was observed on the sun's disk but a few small spots.

The American papers, we believe, notice only the extraordinary appearance of the sun on the above-mentioned days. Perhaps the observers on that continent were not in a position to catch the precise appearance which the particles of matter presented to the ship's company of the Majestic. There could be no optical delusion on the occasion, as the phenomenon was observed by so many different eyes, and for so long a time. The first figure was seen during the whole of the 27th, the skeleton the whole of the 28th, and the six flags during a great part of the 29th.

The above is an occurrence which may merit the attention of the philosophic. It is singular, we conceive, but nothing miraculous or portentous. Indeed, as the sun is the centre of a system of planets, several of which are much larger and probably more important than ours; we do not know why this common luminary should shape his face, or have it shaped for him, so

as to indicate the particular occurrences of this earth. The sun is no doubt a material, luminous body,—perhaps liable to an internal irregular motion of its parts; at least this phenomenon would seem to prove it so; and most people have observed how frequently the ignited cinders of a common fire present at different times the various appearances of men, trees, horses, houses, &c. The evidence, however, for the phenomenon itself, we must again add, is of the most undoubted and respectable kind.

### SIR JAMES YEO.

THE annexed story extracted from *The Baltimore Telegraph*, is we are sure wholly unfounded:—"We are informed, that Captain Commandant Deacon, when captured in the Growler, upon Lake Ontario, then a lieutenant in the United States Navy, was abusively treated while a prisoner by Commodore Sir James Yeo. When Sir James arrived in New York, lieutenant Gamble, of the United States Navy, in behalf of Captain Deacon, called upon Sir James, and demanded satisfaction. Fearing that Sir James would avail himself of rank, Commodore Decatur authorized lieutenant Gamble to inform Sir James, in case the objection of rank should be made, that a gentleman of his own rank would meet him. Sir James denied all knowledge of any such individual as Captain Deacon, the excuse was disregarded and the call was peremptory; and Commodore Owen waited upon the aggrieved officer with an apology, this was rejected as insufficient, and Sir James agreed to submit to such terms as Commodore Decatur should approve; the terms were complied with, and of course were satisfactory."

### DREADFUL ACCIDENT AT HAYLE, NEAR ST. IVES.

FIVE young women and six young men, amongst whom were two sailors, went on a cruise of pleasure, in a boat with sails, without oars. The sailor who had the management, being intoxicated, imprudently ventured outside the harbour, on the ebb tide, in a most dangerous situation, being almost half-a-mile eastward of the bar. In endeavouring to return against wind and tide, which was impracticable, the boat was upset, and the whole party was plunged into the water. One young man regained a place in the boat, which soon righted, and drifted far to the east. Captain Dodd, of the steam-passage-vessel, was very fortunately entering the mouth of the harbour at the time, in his boat, which he directly steered to the spot, and made every exertion to rescue these victims of imprudence from a watery grave;—he succeeded in saving one of the girls, and one of the sailors. The others were taken up lifeless. Captain Dodd ordered the bodies to be carried to a public-house, which was not far off, and sent for a surgeon. But the owner of the house refusing to admit the bodies, it was found necessary to call on a magistrate, who speedily attended, and, with the surgeon, superintended the efforts made to restore animation, which were continued for several hours, but we are sorry to say, without success. It is to be regretted that the directions given by Captain Dodd, to those who conveyed the bodies to the public-house, were not attended to, as the heads, in place of being

raised and supported, were suffered to hang down. *It cannot be too generally known, that this circumstance alone was sufficient to frustrate all future efforts for the restoration of animation.* It should also be observed, that inns are licensed for public accommodation, and must, at any time, be opened for the reception of persons who may suffer from accidents of any kind. By the above melancholy event, eight persons, four young women and four young men, lost their lives;—three of the former were sisters.

### SINGULAR INSTANCE OF AN ELECTRIC EXPOLSION AT JAMAICA.

A very extraordinary phenomenon took place in this city, Spanish Town, on the 27th of April, 1810, and the low lands of Liguanea, by the shivering to pieces of chairs, tables, glasses, and other articles of furniture, in many houses, and the papering in some cracked and torn. No shock of an earthquake was felt, but cracks like those of a pistol were heard; and it is remarkable, that the effects took place in different places at different times, and that the cracks or snaps were heard for upwards of two hours, from eight to ten o'clock, at intervals of from 15 to 20 minutes. It is not easy to account for this very singular occurrence, but from the effects of the electric fluid, which, perhaps, has more readily escaped from the earth, without concussion, from its heated state and chasms, owing to the dry weather which has lately prevailed, and to the extreme coldness of the air, occasioned by the late severe and unusual north winds at that season of the year.

## CORRESPONDENCE.

MR. EDITOR, 10*th June*, 1815.

AT the time I last addressed you on the subject of the unsuccessful expedition to New Orleans,* it was generally thought some inquiry would be made into the causes which prevented us from obtaining possession of that city; and had this taken place, I had no intention of again resuming the subject; or of any more alluding to our want of success in so *very* many instances, during the contest with America, now so *fortunately*, if not *gloriously*, terminated. The notices in both Houses of Parliament on this subject, are, I think, not likely to be persevered in, and the nation will thus be left to ruminate on the disastrous issue of the contest, and to pray for a long and lasting peace with America. Having had an opportunity of seeing several officers who were employed on the New Orleans expedition, I have learned, with surprise that it was considered by the whole army as an expedition of the ad——l's, who was entrusted with *unlimited command*, and that, owing to the parade and bustle of preparation, and running to the West Indies for *troops* and

* See Plate, CCCCXXXIX.

ination of it was known* in America in sufficient
rge body of troops being forwarded to New Orleans,
ir destination a few days previous to the arrival
is it undeserving of notice, that after their repulse, our
y so short of provisions, as to have run the greatest
pelled to surrender, had not the news of peace allowed
plies.

xecution of the attack, I would beg to say a few words
lly admitted, that the navy never, on any former occa-
of the Havannah, had *more* to do, and that they never
ous duties more zealously or gallantly; the admirals
, and being exposed to rain and sun equally with the
en.

ham survived not his defeat; he died as he had lived,
d soldier, and although unfortunate, no man ever
t better. I rejoice to see it is granted to him and his
nand, General Gibbs. It has been said, I believe
the time of his landing he never expected to succeed,
owing to the manner of his falling into the command,
make the attempt; in fact, he was without an alterna-
: been *first* carried, there is reason to think the place
t is now well known, that the 4th and 93d regiments
ustomed to battle and to victory, the latter never
e the Cape was taken, ten years ago) performed pro-
stood like two walls, *immoveable* and *undaunted*,
abandoned by the regiments who *assisted*, or were
he attack: it is surely matter of surprise, that the
hese two gallant regiments were not particularly
iving general in his despatches. All the three field
re severely wounded at its head; and the gallant
93d, killed. Why are their honourable names
i notice, and public applause. The three field
olonel Brooke, Lieutenant-colonel Faunce, and
men who have served long and faithfully; the
honourable wounds, and, I trust, will long grace
attain the rank and honours he so well deserves.
ents I forbear to say any thing; an impending court
ge of promotion in these unfortunate regiments,
ent entertain of their unworthy conduct; in one
ied to the commanding officer.
emarked the injustice it was to officers, and the
on, to withhold or suppress the official accounts of
s of war; since I enumerated several instances of
r has lately occurred, of two twenty-gun ships
n frigate, the Constitution, of 36 guns: the captains
understand, very deserving, brave officers, who have

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e page 388, for a very different account.

before signalized themselves, and I am far from supposing they have not on this occasion done their duty; but the public have a right to know it; there is no dishonour in yielding to a much superior enemy; if they have failed in their duty, which is not probable, let trial and punishment overtake them; but degrade not the public spirit by ridiculous and dastardly concealment. Some observations arising out of the commencement of a new war, I shall reserve for next number, and only now take notice of the judicious selection of admirals in most instances for the new commands. The names of Lord Exmouth, Sir R. Strachan, Sir G. and T. B. Martin, Hallowell, Freemantle, Hotham, Moore, Rowley, Milne, Douglass, Scott, and Harvey, are, I believe, respected and beloved in the navy. Lord Keith, perhaps, will not go to sea *long*, and of course will *then* resign his command—he would not make a job of it. Sir E. Thornborough and Sir J. Duckworth are known to be excellent officers, either afloat or on shore, and will be very popular at Portsmouth and Plymouth; and here I must deplore the loss of the gallant, the worthy, and the good Sir Samuel Hood; a better man or officer graced not the service; his whole life was spent in the service of his country.

I have now taken leave of the American war.

I am, &c.

*Nestor.*

MR. EDITOR, *June* 12, 1815.

I WAS much surprised and mortified on reading the other day an account of the loss of the Statira frigate, in the West Indies, and my surprise was occasioned principally by the recollection, that the captain of her had *before* lost *no fewer than three* of his Majesty's ships. I believe he is not quite singular in being thus unfortunate. If I mistake not, one of the present Lords of the A————y, when a captain commanding frigates, lost *three* of the finest in the service, on the rocks on the French coast, in the course of as many years. Query. Is it right to entrust ships to such unfortunates, without attaching blame, of which I presume both parties are acquitted? I think not; they would in a few years put our whole navy *under water*.

*Orion.*

MR. EDITOR, *June* 16, 1815.

IT is consoling to reflect that amidst the dangers which threaten Europe with new wars, even more sanguinary than those it lately waged, there is still a country where the language of truth may be promulgated.

Permit me through the medium of your truly valuable publication to offer a few observations illustrative of the character and views of the Barbary States, together with the effects those lawless depredators must produce on the security and personal liberty of their Christian neighbours, if not checked by the spirited interference of the higher European Powers, whose

natural superiority renders it one of their first duties to protect the weak and defenceless. Amongst the many other fatal consequences that resulted to Europe from those fruitless efforts of mistaken zeal, the crusades, it is more than probable that we are indebted to them for the existence of the barbarous hordes who have ever since occupied the northern shores of Africa, where, independently of their unabated hostility to Christianity in general, they have operated as an insuperable barrier to the extension of civilization on that vast Continent, which, to the disgrace of more enlightened nations, has hitherto made so very limited a progress towards human knowledge. By some unforeseen combination of events, or, perhaps, owing to the unsteady character of the times, none of those European Princes, whose enterprising spirit and political sagacity led them into this part of Africa, were sufficiently successful to establish a permanent ascendency. Of these, Louis the Ninth of France, and Charles the Fifth, are entitled to the just praises of posterity; as, however they might have been influenced by motives of personal ambition, the whole world would have ultimately benefited by their success. It was more than sixty years ago emphatically observed by a celebrated writer, while describing the incalculable danger of tolerating such marauders, that the powers of Europe, instead of uniting for their extermination, were mutually engaged in destroying each other. Had he lived till 1815, what would the philosopher have thought? To do justice to the many topics, into which a discussion of all the points connected with this subject would lead me, is impossible within the limits prescribed to your Correspondents, I must, therefore, be satisfied with merely touching on the most prominent features of the case.

Three centuries have now elapsed since the banditti, for they are entitled to no other name, governing Morocco, Algiers, Tunis, and Tripoly, in the west, have made common cause against every Christian Power indiscriminately, on whom they found themselves able to make reprisals; neither the Power of England nor France has been sufficient to repress their malignity and hatred; and although both have found it necessary, at various times, to repel their hostility by force, their ships of war, merchants, and commerce, are to this day a fertile source of imposition and plunder to them all. If such is the treatment experienced by two of the greatest kingdoms on earth, in what a humiliating situation are the smaller States placed? The whole of these, including the Americans, who trade within the Straits of Gibraltar, or on the coasts of Spain and Portugal, are generally laid under a large annual tribute to one or other of the Barbary Powers. This does not, however, save them; for it is the uniform policy of those Chiefs to keep as many enemies on their hands as they can manage: when their ports are stocked with prizes, it is then time to listen to proposals for an accommodation, which can only be obtained at an immense price by the unfortunate European, who is also obliged to renew his yearly tribute! While one day expostulating with a late Dey of Algiers (for they are sometimes changed three times in the course of a year) on the superior advantages he would derive from commerce, &c. he replied very abruptly, by observing, "we want cruizers, my friend, not commerce." There is not one of his coadju-

tors on the coast, whose political maxims with respect to the Christian States, is not precisely the same, for circumstances have enabled me to now them intimately.

Without particularizing all the States who in some shape or other are scarcely ever exempted from the hostility of these miscreants, it will be enough to mention Prussia, Austria, Sweden, Denmark, Holland, Spain, Portugal, all the Italian States, Sicily, and Venice. The ships of these Powers are incessantly plundered, if met at sea by any of the corsairs; when captured, their condemnation follows instantly, without any form of trial whatever; and the crews, captains and all, with halters round their necks, are marched into the bazars, or market-places, where they are sold to the highest bidder, and frequently transported fifty leagues into the interior, to linger out a miserable existence between labour and persecution of the most horrible description. The above is no fictitious picture. I have seen it realized. I further assert, that the work of iniquity is still going on in Tripoly, Tunis, Algiers, and Morocco! Now, Sir, is it not a scandalous dereliction of moral and political obligation in the great Powers of Europe, that so nefarious a system should be suffered to exist, when by a little unanimity and firmness, the offended rights of nations and of humanity might be redressed?

The shameful impunity with which these wretches have continued to wage war against the civilized world, will appear still more incredible, when it is added, that their combined naval and military force would be unequal to repel five sail of English line-of-battle ships, or 20,000 experienced troops. It would be in vain to search the page of history for a parallel to the innumerable atrocities by which their Governments have been raised and supported. Yet such are the people who are allowed glory in the perpetration of crimes, while Europe is a prey to everlasting discord!

I am, Sir, &c.

*An Observer.*

*** It is not improbable that the Americans may be found sufficient for the writer's purpose.

MR. EDITOR, *January*, 1815.

LATELY reading over the memoir of Lieutenant Peshall,* I was induced to note some remarks as they then rose in my mind, from recollection of past events—I have sent them up, having an opportunity so to do, that you might make use of them as you please: perhaps, as the subject is now at rest, there scarcely being a doubt as to Mr. Peshall's unfortunate fate, they had better not appear, unless you intend giving the result of Lieutenant Fleming's further researches, at any future time.†

In the detail and chain of evidence regarding Lieutenant Peshall, it is

* *Vide* N. C. Vol. XXVII. page 265.

† We have been induced to insert our worthy Correspondent's remarks, as we think too much cannot be known in a case of mystery.

stated that Lieutenant Simpson, belonging to the Snake sloop of war, reports, when a prisoner at Carthagena, in January 1806, having "heard that a British naval lieutenant was a prisoner amongst the Spaniards, having been saved from a wreck*,"—unless my memory fails me very much indeed, I saw Lieutenant Simpson, either the latter end of 1804, or the beginning of 1805 on board La Desirée, after his return from a Spanish prison; he must, therefore, I presume have been captured a second time, for I quitted the station on the 19th June, 1805, and returned in May 1807.

It is likewise noted that, "no other lieutenant has been missing from the Jamaica station but Lieutenant Peshall;" how amidst correct information this error could have crept in, is not for me to determine; but at the period 1806, two lieutenants besides Mr. Peshall were missing from the station; viz. Lieutenant W. H. Swymmer of H. M. S. Pelican, supposed to have foundered in a schooner, tender to that vessel, and Lieutenant ——— of H. M. S. Orpheus, Captain Briggs, supposed to have been lost or wrecked in the Gulph of Mexico. Lieutenant S. was cruising between Curaçao and the main land, the other lieutenant off Vera Cruz. Lieutenant Daly, commanding H. M. schooner, Fleur-de-la-mar, in his letter dated in May, 1810, when speaking of an account which he had received of a schooner having been wrecked six leagues eastward of the river Tobasco, two years prior to 1808, that is 1806, and that *two* officers, and three or four sailors had been saved and were made prisoners, that they left Villa Harmosa in 1808, does not appear to me to have been acquainted with the circumstance of the Orpheus' tender having been wrecked near the river Tobasco, some time in the year 1806, which corresponds as to the year; three officers were saved from her, but one (the surgeon's assistant) by accident, I believe, separated from the party and did not regain his companions for some time after, so that the report of two only having been saved was in a manner correct. I knew the midshipman very well (now Lieutenant Benjamin Roberts, serving in the East Indies), and was messmate with him after his return from prison, at the close of the year 1807. I am not quite certain whether the lieutenant, whose name I have forgotten, died in prison or not. Their return or release from Vera Cruz does not exactly agree with the Spaniards' account, as given by Lieutenant Daly, he saying 1808; I nevertheless think it was this party which the Spaniards spoke of to Lieutenant Daly; the coincidence of the Spaniards' report and the actual circumstance relative to the loss of the Orpheus' tender leaves scarcely a doubt on the subject; indeed, if I recollect right, there were several other officers missing from the ships of the station. Lieutenant Samuel Roberts (now a commander), of the Echo sloop of war, was a captive, and several midshipmen belonging to the Surveillante, Captain John Bligh, were also prisoners amongst the Spaniards, at or about the period Lieutenant P. was missing; therefore, how easily it is to account for the Spaniards making mistakes in their statements. I recollect having often heard a story related of one of those officers. It appeared that the Governor's daughter of some place on the main where he was a captive, fell violently in love with him, and offers

* *Vide* N. C., Vol. XXVII. page 287.

of marriage were made by the father, but rejected by the officer, who was in consequence sent to a secure place in the interior, with orders that he should not be exchanged, but he was afterwards released. Time has completely obliterated his name from my memory.

Kelly, mentioned by Mr. Moore, as being one of the party sent up to Carosal with the supposed lieutenant, was acting master of H. M. brig Wolfe, Captain W. S. Hall, when those Englishmen who were prisoners at Carthagena, were received on board her, I happened to be in the Wolfe that cruize, and was the midshipman who had charge of the boat that brought them on board; I do not recollect Butler, the man who state that he had received from Lieutenant Peshall the address of his mother, nor was there any account that I heard of, given by the prisoners, of a British naval officer having been sent to Carosal.

The only person amongst them that attracted notice, was a man named Hopkins, who, it appeared, had been formerly master of H.M.S. Renard (and probably might have been taken for an officer, or have passed for such, but if he had been of the party marched to Carosal, Kelly must have been acquainted with it) and was some time afterwards found (as was supposed) serving on board a French privateer, for which, I believe he was tried and acquitted; how he became a prisoner amongst the Spaniards, I do not positively recollect, but I think he was taken in an English privateer brig from Kingston, he had marks about him of severe wounds; his fellow-prisoners gave him a bad character, and represented him to be a traitor to his country, in consequence of which he was put in irons, but on the arrival of the Wolfe at Port Royal, Admiral Dacres liberated him, and he then became an actor on the stage at Kingston, I am told he was of a respectable family somewhere in Somersetshire.

I have often heard Kelly speak of his captivity amongst the Spaniards, but I do not recollect ever hearing him mention that a British officer was at Carosal with him. I have likewise heard him mention Sims, but not that he had personated a naval lieutenant, though it is very probable he might have done so, and that Kelly did not choose to speak of it afterwards.

The Wolfe was sent by Admiral Dacres to Carthagena to demand the restitution of a Mr. Powell, who had been taken amongst Miranda's men; he had, however, been liberated and sent away previously.

Whilst lying off Carthagena, a Mr. Sullivan, one of Miranda's party, was secretly brought along side, under cover of a dark night. The commander at first was doubtful as to the propriety of receiving him whilst the flag of truce was flying, but as death would inevitably be his portion, if discovered on his return, humanity triumphed and Mr. S. was received, and treated with the greatest attention. He is the son of a Mr. Sullivan (an Irish gentleman), a respectable and affluent merchant in Boston, America; it appears that a spirit of enterprise had induced him, as well as many others, to embark on board the Leander with General Miranda: on their arrival in the West Indies, Mr. S. obtained the command of one of the general's schooners, and was either captured by the Spanish armed vessels, or was wrecked on the coast of the main. The companions of Mr. S., if I recollect right, twelve in number, were marched from Carthagena to Carosal, in

order to be sent to the mines, several it was believed escaped. Mr. Sullivan having been attacked with a violent fever, was the cause of his not being sent with the rest; he remained nine months in the hospital, when he succeeded by bribery in obtaining keys that opened the doors and gates of the Hospital, and was fortunate enough to effect his escape, though not without the greatest difficulty and danger.

There were some officers and men, I believe a boat's crew, of H. M S. Fairy, when commanded by the late Captain G. A. Creyke, made prisoners by the Spaniards; some where on the main, and I think, were carried to Carthagena, amongst the number there was a black man, boatswain of the said ship. I have only a faint recollection of this circumstance, and cannot determine of what rank the officer was, that had charge of the party; probably it may have been Lieutenant Simpson.

Mr. Moore says, "there is another circumstance I must state; there was mentioned, as having been taken withthe lieutenant a black man,"* these, in my opinion, were no others than the officer and black boatswain of the Fairy; there is certainly a very strong coincidence.

The only plausible account (and that, one would imagine ought to have lead to a certain knowledge of Lieutenant Peshall's fate) that I can trace throughout the different relations respecting prisoners, of which a supposition could be entertained of Lieutenant Peshall's safety, is that of Mr. Moore's (it is to be supposed that he would not have made such a report without its having foundation) recollecting Carl E. Peterson, a seaman among the prisoners at Carthagena, and *one of the crew sent with Lieutenant Peshall* in the *El Carmen*. I do not recollect such a man coming on board the Wolfe, nor James Scott, another who is mentioned as one of El Carmen's crew, yet it does not follow that they did not. I own such an assertion coming from a gentleman, as Mr. Moore is represented to have been, was sufficient to raise hopes of the safety of Lieutenant Peshall, yet Mr. Moore does not state in what manner he ascertained that these men really were of the number composing El Carmen's crew, the most essential part of the evidence. I cannot conceive that the Spaniards would send officers and men, unfortunately wrecked and made prisoners on their coast near Vera Cruz, to Carthagena to be imprisoned, and though it is not impossible, yet I think it very doubtful. I do not recollect that any research was ever made to ascertain the fate of poor Lieutenant Swymmer and his companions, perhaps from the conviction of his vessel having foundered at sea; however, it may come equally within the line of probability to suppose that the unknown lieutenant, who is mentioned as having been marched up to Carosal, was Swymmer, as well as to suppose him to have been Peshall, not that I believe he was either the one or the other.

The second part of Lieutenant Daly's letter seems calculated to have given some encouragement for the hope of Lieutenant Peshall's safety (to those who were unacquainted that the Orpheus' tender was wrecked near Tobasco), but it is far from being satisfactory. The Captain Narvæsa stating *positively* that, "he saw *Lieutenant Peshall* sleeping in a hammock at Mompax, in December, 1808,† is certainly strong; but how this captain

* *Vide* N. C. Vol. XXVII. page 294. † *Ibid* page 295.

knew it was Lieutenant Peshall that he saw, does not appear; he no doubt had heard the name, from the enquiries which were repeatedly made, and, perhaps, imagined the person he saw must be the one sought after; this appears to me as most likely: likewise where the captain got his information of Lieutenant Peshall's having been picked up in the Bay of Mexico, is wanting to determine the fact. If he learnt it from mere hear-say, the person who was sleeping in the hammock might have been Mr. Any-body-else. I do not conceive the information thus gained was minute enough; it had better not have been received at all, or at least communicated, for it goes to state a thing as positive, which there was not any proof of. It might have been a natural conclusion of Lieutenant Daly's at the time (not knowing, as I suppose, any thing of the loss of the Orpheus' tender), that Lieutenant Peshall must have been wrecked near Tobasco, and, after effecting his escape, subsequently captured and carried to Carthagena; but if Lieutenant Peshall and companions were at Villa Harmosa, as late as March, 1808, it is very likely that the officers of the Orpheus who quitted Vera Cruz the latter part of 1807, would have heard some account of his confinement. I am of opinion that the lieutenant of the Orpheus was mistaken for Lieutenant Peshall; for even allowing that Lieutenant Peshall was the person, and that he quitted that place in March, 1808, as Lieutenant Daly seemed to think likely, the accounts given of the supposed lieutenant sent from Carthagena to Carosal, could not possibly relate to Lieutenant Peshall, as they speak of an event which happened two years prior (1806) to his quitting Villa Harmosa, and Kelly who was one of the party marched with the lieutenant to Carosal, was actually master of the Wolfe in 1807.

In Captain Fleming's letter he states that, the man whom Butler took for Lieut. Peshall had three fingers of his left hand cut and bruised, and that the surgeons of the hospital recollected that a man, named Sims, had his hand cut in the manner described by Butler, and were likewise ready to make oath that no other *officer* or *man* had been in the hospital during the years 1806 and 1807. Amongst the men received on board the Wolfe from Carthagena, was one who I recollect now to have had three or four of the fingers of one of his hands cut and bruised, and he was otherwise very severely wounded, he belonged to a boat's crew of one of the small vessels of war, sent to reconnoitre on the coast near Carthagena, and was dragged from the boat in a skirmish with some Spaniards; he was made gunner of the Shark, and, I believe, some time after invalided; his name I have quite forgotten.

The Portuguese that married at a place about 30 leagues beyond Carosal, having gone there in 1805, could not, as Lieutenant Fleming observes, be one of El Carmen's crew, but might have been one of Lieutenant Swymmer's men. Butler's information thus far seems correct, for there was an Englishman to my certain knowledge that was living at Carthagena in 1807, and traded from thence to Porto Bello; he had been chief mate of the Vigilante brig (formerly in his Majesty's service), a South Sea trader, and mutinied against his captain whom he threw over board, and carried the brig into Paita, where he sold her, and then passed over land to Carthagena;

he is a native of Cumberland : indeed we were looking out carefully in hopes of catching a master's mate who had turned traitor, and was living somewhere near Carthagena. I do not now recollect to which ship he did belong, but he was personally known to some of the men on board the Wolfe; the Spaniards do not choose to acknowledge that these people reside amongst, or are protected by them.

The American trader (Sandford), spoken of as having given the supposed lieutenant money to hire a horse,* I conclude to be the same person, who in a most spirited, honourable, and disinterested manner, placed his own life at stake, to save that of a fellow citizen ; his vessel had been seized and condemned by the Spaniards on some groundless pretence, but having hopes of recovering her, he would not quit the spot; he had found out Mr. Sullivan after his escape from the hospital, and secreted him in his house at a village near Carthagena, anxiously waiting an opportunity to ship him off. The night after the Wolfe anchored was propitious, and when all was quiet, this worthy man placed Mr. Sullivan in a canoe (the only one he could provide), not more than three feet wide, and about thirty in length, with a determination either to place him in safety on board the British vessel, or perish in the attempt; fortunately he succeeded, and as fortunately he returned to the shore undiscovered : had the Spaniards found out, or even suspected that Mr. Sullivan (whose head there was a reward offered for) had been concealed in his house, his life would have been forfeited.

There certainly appears to be a geographical error in the note stating, that Butler had been wrecked on the coast of *Peru*, for it is not at all likely that H. M. S. Stork would be cruising on one side of the continent of America, and her tender on the other, that is in the Pacific Ocean; more probably the tender was wrecked on the coast somewhere between Cape de la Vila and the Gulph of Venesula, as I believe the Stork was about that period mentioned on the Curaçao station.

A sailor by the name of Reynolds I knew very well; he was, I believe, wrecked in the Astrea frigate, Captain E. Haywood, and afterwards in the Valadore brig, Captain Dickens, but I do not think him to have been the same person mentioned as having attended the supposed lieutenant when at the hospital at Carthagena, as I cannot just now account for his being at that place.

It has just occurred to me that Mr. Sullivan had some of his fingers cut, therefore, it is probable as he was in the *hospital, that Butler mistook him for Lieutenant Peshall.*

*A Reader of the Naval Chronicle.*

MR. EDITOR, *Hitchin, Herts, June 11th, 1815.*

THE unparalleled effrontery of a single man who owes his life to the ill-timed clemency of the Allied Sovereigns, has again convulsed the world. It is certainly most unfortunate to have the cup of peace so near our lips

* *Vide* N. C. Vol. XXVII. page 292.

and yet to be prevented tasting it. We cannot, however, spare any time for repining, but must quickly buckle on our armour, and drive this unprincipled and dishonourable adventurer from the face of the earth. If we look at the force to be brought against him and the talents of the different commanders, we cannot but be sanguine; at the same time I am aware that the "battle is not always to the strong, nor the race to the swift."

The principal design of this letter, is to call your attention to the probability of a renewal of hostilities with America, should the present contest continue for any length of time. The old questions of the rights of search and impressment will be revived, and I see no reason to think them any ways altered in their temper towards this country. I understand they seem very much elated, and as they fancy they have acquired so much honour by the war, no doubt they will be very ready to renew it. On this subject I am completely at issue with them, nor can I pin my faith on the sleeve of Mr. W—tb—d, Sir F. B——tt, or the L——y of London, in whose impoisoned speeches are to be found the principal chronicle of American exploit, or British disaster. I should like to know what it is that elates them so. Is it because they could not attain the objects for which they went to war, a renunciation of our imperishable rights of search and impressment? Has the taking of Canada tickled them so? Perhaps it is their naval prowess, which requires three hours for a 60 gun ship to take a frigate (in one instance), unable then to accomplish it without hauling off for an hour to refit, although the poor Java had not then a spar left in her, and her antagonist was nearly perfect; what a compliment was thus paid to the gallant crew of the Java. Even when *refitted* she dared not close, but laid herself (at a respectable distance) athwart her hawse to rake her! or they may be pleased with the resistance made by the Chesapeake to the Shannon, the Argus to the Pelican, or the President to the Endymion. Is it the gallant defence of Washington? or the defeating us at New Orleans, and two or three other intrenched places, thus proving they could do about as much with British troops as other Nations, that is with a good stone or mud wall before them, show a little fight. As to crossing the bayonet, why, it is awkward, they are so *lengthy*.

Since then there is a possibility, to say no more, that war may again take place, let us be upon the alert, and I trust that our admiralty will take especial care as to the future construction and equipment of our ships. Allow me again to call your attention to the line of battle ships *now* building by the Americans; they are to mount nearly 90 guns, though called 74's, and are to carry 42-pounders below, and 24's above, with 42-pounder carronades on the quarter-deck and forecastle, and four 68-pounder carronades on the poop; so that it is pretty evident that we have not one 74 able to meet one of theirs with any prospect of success.

We know our seamen are not in the habit of counting an enemy's guns, or in calculating the different weights of shot thrown at a broadside, but that they will cheerfully meet them carry what they may; still it is unfair to expose them to such odds; and if we expect to see the thing done in good style, they must be provided with sufficient means. I hope, therefore, soon to hear that 20 ships to rate 84's, are to be immediately laid down, in ad-

dition to them some of our largest 74's may have heavier metal and an increased crew, not forgetting a certain quantity of good rifles for all of them. All our 38's must have 24-pounders put into them; the sloops 32-pounder carronades; at the same time we might lay down 20 ships of the same class as the Leander and Newcastle, only of oak instead of fir. If our finances will admit of it, it would be advisable to build the same number of ship sloops of about 700 tons burthen, to mount 28 guns—18-pounders on the main-deck, and 32 or 24-pounder carronades on the quarter deck and forecastle.

I am disposed to urge this encreased weight of metal from what I have been informed respecting the weight of guns on board our different classes; viz. that 74s' guns do not weigh more than 180 tons. Now, I believe, it is no uncommon thing for merchant ships of 500 tons burthen, to carry nearly that weight above their water line; if so, the small additional weight that I propose, cannot seriously affect the ships, particularly if Mr. Sepping's new plan of ship building should give them encreased stability, and if that plan should become the established practice of our different yards. I should think, that in order to defray a considerable part of the expense of the above addition to our navy, that half the gun-brigs, now in the service, might be done away. When we were threatened with invasion, they were, perhaps, useful, from their small draught of water, enabling them to penetrate among the shallows, and preventing the junction of the enemy's flotillas. To oppose any thing except vessels of their own class they are ridiculous, as they can neither fight nor run. Not less than 100 might be spared, and their crews would man ten sail of the line, or 15 frigates.

One thing we must recollect, that if interest is to take precedence of merit, it is of little consequence what size we build our ships, or what weight of metal we give them. I do not mean to say that this is the case, but only mention it as a caution, for if ever it comes to that, we must begin to fortify our towns, and cities, and organise the militia, as a very few years would find us grappling with the enemy on our own soil; but this I hope never to see.

I feel some delicacy in saying any thing as to the internal regulations of our ships, as on looking over the lists, I see so great a proportion, who do not stand in any need of advice. They must, however, allow me to recommend the frequent exercise of the guns and small arms, not less than twice a week: great care is necessary in selecting the captain of the guns, and the sword exercise must not be forgot, as every one knows that one perfect swordsman is worth two or three who know nothing about it. Three cheers should certainly be allowed on going into action, and if you are not carrying a press of sail, so that the jib guys could be dispensed with, it will have a good effect on the feelings of your crew, to get the spritsail yard fore and aft, to be ready for boarding, and will convince the enemy you are not afraid to close with him.

I did intend when I sat down to this letter, to have addressed a few lines to one of your correspondents, who indulged the public in your Chronicle

for April, with some more severe things against this country, than ever I heard even from an American; but I thought it useless to attempt answering a man, who could write such as the following:—"Thus has ended in defeat *all* our attempts on the American coast,—"particularly as he has pressed history into his service to record our defeats, perhaps she may travel as far as Washington to enquire the particulars. One consolation I have in common with those Englishmen who love their country, that as her task of recording our defeats, must (from the nature of the thing) soon be accomplished, she will be able to bestow the more time in giving posterity an account of our victories. I remain, &c,

*J. C.*

MR. EDITOR, *June*, 2, 1815.

YOUR known candour will probably induce you to confer publicity on the following facts:—However badly off that meritorious class of officers, the lieutenants of the Navy, may be, and most undeniably are, from inadequacy of pay, yet how much worse is the condition of a commander! If the latter be a married man, he has the choice of two alternatives, either to subsist himself, or to let his family subsist. His pay, which is nominally 12*s.* a day, is subject to the income tax, which he must subtract; and a farther sum of 50*l.* per annum, exposed to a variety of deductions, will leave a balance of about 35*l.*; out of which he has to purchase nautical instruments, telescopes, and a variety of necessary implements, for the safe conducting of the vessel under his command: he must make the requisite appearance in dress, which alone, on his first outfit, will cost him his pay for the first quarter; add to this his travelling expenses, in order to join his ship, and the fee of two guineas for his commission.

A commander's full-dress coat and epaulets will cost him 23 guineas; his undress coat and epaulets 11 guineas; his gold-laced hat five, his sword and knot six; without noticing other articles of dress which he may be in possession of: the above every officer must have, as he is liable to be ordered to wear them.

Then, to support the respectability of his rank, he must keep a table, at which it is the custom to invite a certain number of the officers daily. If a commander was to lay aside that old established regulation of carrying stock to sea, and regaling his officers with it, and was to debar himself of every other comfort and recreation, he might be able to exist on his pay; but is such a state of necessity and privation either desirable or politic? Would it not reduce very materially the accustomed comforts of the rank, and deprive all the juniors of those pleasurable hours which their predecessors have heretofore enjoyed? Would not such practice damp all the growing ardour which leads to professional excellence? Would the situation of a commander, in this case, be so respectable as it has been? No: his character would sink into contempt.

These reflections would require additional weight by an impartial exami-

nation of the recent practice of obtaining "*Droits of Admiralty*," and of the system of proceedings in the Prize Courts, as such examination would instantly dispel the illusion of "prize money" to the Navy.

*W. J. S.*

## STATE PAPER.

At the Court at Carlton-House, the 21st of June, 1815, present, his Royal Highness the Prince Regent in Council.

WHEREAS his Majesty is engaged, in concert with his allies, in a just and necessary war against France; his Royal Highness the Prince Regent, acting in the name and on the behalf of his Majesty, and by and with the advice of his Majesty's Privy Council, is therefore pleased to order, and it is hereby ordered, that general reprisals be granted against the ships, goods, and subjects of France, subject to such exceptions as his Royal Highness may at any time or times hereafter be pleased to declare, so that as well his Majesty's fleets and ships, as also all other ships and vessels that shall be commissionated by letters of marque or general reprisals, or otherwise, by his Majesty's commissioners for executing the office of Lord High Admiral of Great Britain, shall and may lawfully seize all ships, vessels, and goods, belonging to France, or to any persons being subjects of France, or inhabiting within any of the territories of France, saving always such exceptions as his Royal Highness may at any time or times hereafter be pleased to declare, and bring the same to judgment in such Courts of Admiralty within his Majesty's dominions as shall be duly commissionated to take cognizance thereof; and to that end, his Majesty's Advocate-General, with the Advocate of the Admiralty, are forthwith to prepare the draught of a commission, and present the same to his Royal Highness at this Board, authorising the commissioners for executing the office of Lord High Admiral, or any person or persons by them empowered and appointed, to issue forth and grant letters of marque and reprisals to any of his Majesty's subjects, or others whom the said commissioners shall deem fitly qualified in that behalf, for the apprehending, seizing, and taking the ships, vessels, and goods, belonging to France, or to any persons being subjects of France, inhabiting within any of the territories of France, saving always such exceptions as his Royal Highness may at any time or times hereafter be pleased to declare; and that such powers and clauses be inserted in the said commission as have been usual; and are according to former precedents: And his Majesty's said Advocate-General, with the Advocate of the Admiralty, are also forthwith to prepare the draught of a commission, and present the same to his Royal Highness at this Board, authorising the said commissioners for executing the office of Lord High Admiral, to will and require the High Court of Admiralty of Great Britain, and the lieutenant and judge of the said Court, his surrogate, or surrogates, as also the several Courts of Admiralty within his Majesty's dominions, which shall be

duly commissioned, to take cognizance of and judicially proceed upon all and all manner of captures, seizures, prizes, and reprisals of all ships and goods that are or shall be made; and to hear and determine the same, and according to the course of Admiralty, and the laws of nations, to adjudge and condemn all such ships, vessels, and goods, as shall belong to France, or to any persons being subjects of France, or if inhabiting within any of the territories of France, having always such exceptions as his Royal Highness may at any time or times hereafter be pleased to declare; and that such powers and clauses be inserted in the said commission as have been usual, and are according to former precedents; and they are likewise to prepare and lay before his Royal Highness at this Board, such instructions as may be proper to be sent to the said several Courts of Admiralty in his Majesty's foreign governments and plantations for their guidance herein; as also another draught of instructions for such ships as shall be commissionated for the purposes above mentioned.

From the Court at Carlton-House, the twenty-first day of June, one thousand eight hundred and fifteen.

FREDERICK, C. CANTUAR, HARROWBY, P., WESTMORLAND, C. P. S., MONTROSE, CHOLMONDELEY, WINCHESTER, BUCKINGHAMSHIRE, BATHURST, LIVERPOOL, MULGRAVE, MELVILLE, SIDMOUTH, JOCELYN, CASTLEREAGH, N. VANSITTART, W. W. POLE, C. BATHURST, WILLIAM SCOTT.

## PLATE CCCCXXXIX.

THE peace with America enables us to view with calmness the operations of that unfortunate contest to which it has happily succeeded—*esto perpetua*. May we henceforth consider ourselves as we really are, two nations from one stock—one family separated for the greater extension of mutual benefit—and whatever privileges may have been assumed by the elder branch, the parent stock, let it be also considered that they have never been exercised beyond the necessity imposed by adventitious and unavoidable circumstances. The annexed plate is a view of the respective positions, &c. of the adverse forces in the late expedition to New Orleans, and will be found useful as an illustration of the received statements respecting its progress and result,

The combined land and sea forces employed in this expedition, were commanded by Major-general Sir E. M. Pakenham, K. B., and Vice-admiral the Hon. Sir A. Cochrane, K. B., and arrived at the entrance of Chandeleur islands, on the 8th December, 1814. Captain Gordon in the Seahorse, with the Armide and Sophie, had been sent by Sir A. Cochrane from off Pensacola to the anchorage within Isle au Vaisseau, and reported the Armide to have been fired at by two gun-vessels of the enemy from within a chain of small islands that run parallel to the coast from Mobile towards Lac Borgne, which had been afterwards joined by three others.

The necessity of destroying these vessels was immediately evident as the Bayon Catalan, at the head of Lac Borgne, was the destined place of disembarkation,

and between sixty and seventy miles from the inner anchorage of the frigates and troop ships. On the 12th, Sir A. Cochrane ordered Captain Lockyer of the Sophie, with Captain Montresor of the Manly, and Captain Roberts of the Meteor, and the launches, barges, and pinnances of the squadron under his command to proceed for that purpose.

Accordingly Captain Lockyer formed the boats into three divisions, the first being headed by himself, the second by Captain Montresor, and the third by Captain Roberts. After a thirty-six hour's row in pursuit of the enemy, who endeavoured to escape, the boats, on the morning of the 14th discovered his force, consisting of five gun-vessels, of the largest dimensions, moored in a line abreast, with springs on their cables, and boarding nettings triced up, off St. Joseph's island. On approaching the flotilla, an armed sloop was observed endeavouring to join it, which Captain Roberts, having volunteered the service, cut off and captured. About ten o'clock the boats were within long gun shot of the enemy, and were ordered to come to a grapnel while the crews were refreshed, when they again took to their oars, and pulling up against a strong current, and exposed to a destructive fire of round and grape shot, about noon Captain Lockyer closed with the commodore in the Seahorse's barge. After a deperate resistance, Captain Lockyer being severely wounded, and the greater part of his officers and crew killed or wounded, the enemy's vessel was boarded, and shortly after captured; her guns were successfully turned upon the remaining four, and by the combined exertions of Captains Montresor and Roberts, in the course of five minutes the whole was in our possession.

By the capture of these vessels we got the command of Lac Borgne, and some addition to our means of transport, but which being still inadequate to the conveyance of more than half the army, exclusive of the supplies, it was determined, in order to have support for the division that would first land, to assemble the whole at some intermediate position, from whence the second division could be re-embarked in vessels brought light into the lake, as near the Bayon as might be practicable, and remain there until the boats could land the first division and return.

On the 16th the advance, commanded by Colonel Thornton, of the 85th Regiment, was put into the gun-vessels and boats, and Captain Gordon, of the Seahorse, proceeded with them, and took post upon the Isle aux Poix, a small swampy spot at the mouth of the Pearl river, about mid-way, between the anchorage and Bayon. On the following day they were joined by Major-general Keene, Sir A. Cochrane, and Rear-admiral Codrington, the boats and gun-vessels having returned to the shipping for troops, stores, &c.

The Bayon Catalan having been reconnoitered by the Honourable Captain Spencer of the Carron, and Lieutenant Piddy of the quarter-master-general's department, and reported perfectly eligible as a place of dis-embarkation; after repeated passages to and from the shipping, in which the boats had been greatly retarded by the weather, on the 21st the embarkation of the second division commenced in the gun-vessels, such of the hired craft as could be brought into the lakes, and the Anaconda.

In these vessels about two thousand four hundred men were embarked on the 22d. The advance, consisting of about sixteen hundred men, got into the boats, and at 11 o'clock the whole sailed with a fair wind to cross Lac Borgne. They had not, however, proceeded above two miles when the Anaconda grounded, and the hired craft and gun-vessels, before they had got within ten miles of the Bayon, having also grounded in succession; the advance pushed on, and at about midnight reached the entrance of the Bayon, where a picquet, placed there by the enemy, was surprised and cut off, and at day-break made good their landing.

" The place we landed in" (says a Correspondent in the N. C.*) " the Americans say was never before explored but by alligators, and wild ducks ; it was up a creek, so narrow, and so completely hid by the canes, that I believe it had never before been discovered by the Americans : it was pointed out by some Spanish fishermen, who had appropriated one part of it for the purpose of smuggling. The head of this creek was distant from the Mississippi about three miles ; from the high-road to New Orleans a mile and a half ; from the city six or eight."

About two o'clock, the army having advanced, took up a position on the banks of the Mississipi, having the river on their left, a wood on their right, and the main road before them (A). About eight o'clock in the evening of the 23d, while the boats were despatched for the second division, and the men, fatigued with the length of time they had been in them, were asleep in their bivouac, (B), a schooner of fourteen guns and an armed ship of sixteen, [Major-general Keane's report says a large schooner and two gun-vessels] sent down by the enemy, commenced a heavy flanking fire of round and grape, which was followed by a vigorous attack (I) on the advanced front and right flank picquets, the former of the 95th under Captain Hallan, the latter of the 85th under Captain Schaw. The attack was maintained with great firmness, and ultimately checked, but being renewed with increased force, the remainder of both corps was brought up by Colonel Thornton. On the approach of the 85th, under Brevet Major Gubbins, to the point of attack, the enemy, favoured by the darkness of the night, concealed themselves behind a fence which separated the fields, hailed them as part of their own force, and offered to assist them in getting over, which they no sooner did than they found themselves in the midst of the enemy, greatly superior in numbers, and who called on them instantly to surrender ; the answer to this summons was a general and instantaneous attack, and the enemy was repulsed with the loss of thirty prisoners. A like attempt was made on the 95th regiment with the same success. At half-past ten a large column of the enemy was brought against the centre of the British force, when Major-general Keane ordered 30 men of the 93d regt. just arrived, to attack it with the bayonet, retaining the 4th regiment in line as a last reserve. The endeavours of Colonel Dale for the execution of this order were frustrated by the retreat of the enemy after a heavy fire. Colonel Brooke now arrived with four companies of the 21st regiment on their right flank, and the enemy, determined on making a last effort, collected his whole force, and formed in an extensive line, moved directly against the light brigade. By this formidable force, the advanced posts were driven in, when Colonel Thornton having rallied his brave comrades, moved forward again with a determination to charge, and the enemy finally retired (C).

On the arrival of Major-general Sir E. Pakenham, and Major-general Gibbs, on the 25th, the former assumed the command. On the 27th, some batteries (M) having been raised against the schooner, (K) which had continued its annoyance of the troops, it was burnt and blown up, by hot shot from the artillery ; and the armed ship (L) having warped further up the river, on the following day the general moved to within gun shot of an entrenchment thrown up by the enemy across the cultivated ground from the Mississippi, to an impassable swampy wood on his left, in extent about one thousand yards (D). Guns were brought up from the shipping, and on the 1st of January batteries (N) were opened, but owing to the swampiness of the ground they were rendered ineffective ; and it was resolved to wait the arrival of the troops under Major-general Lambert, who on the same day reached the outer anchorage in the Vengeur with a convoy of transports,

* *Vide* page 386.

having on board the 7th and 43d regiments, and on the 6th joined the main body under Sir E. Pakenham.

The position of the army was then in a flat country, the Mississippi on its left, a thick extensive wood on its right, and open in front to the enemy. On the 8th the army was formed for a general attack (E) on the enemy's line extending as we have before observed, about one thousand yards on the left bank of the river —the right of the line resting on the river, and the left on a wood rendered impervious to any body of troops—it was strengthened by flank works (O), and had a canal of about four feet deep, but not in every part of an equal width; it was supposed to narrow towards the left: eight heavy guns were in position on this line. The river is here about 800 yards across, and on the right bank was a heavy battery of 12 guns (P), which enfiladed the whole front of the position on the left bank.

At the suggestion of Sir Alexander Cochrane, a canal (Q) was cleared out and widened, with considerable labour, which communicated with a stream, by which the boats had passed up to the place of disembarkation, to open it into the Mississippi, and thus obtain a passage for troops to the right bank of the river, and the co-operation of armed boats.

The plan of attack was—A corps consisting of the 85th regiment, 200 seamen, 400 marines, the 5th West India regiment, and four pieces of artillery, under the command of Colonel Thornton, of the 85th, to pass over during the night and move along the right bank towards New Orleans, clearing its front until it reached the flanking battery of the enemy on that side, which it was to carry. The front of the enemy's line was to be attacked by the 4th, 21st, and 44th regiments, with three companies of the 95th, under Major-general Gibbs, and by the 3d brigade consisting of the 93d, two companies of the 95th, and two companies of the fusileers, and 43d, under Major-general Keane; some black troops were to skirmish in the wood on the right: the principal attack to be made by Major-general Gibbs: the fusileers and 43d to form the reserve: the attacking columns to be provided with fascines, scaling ladders, and rafts: the whole to be at their stations before day-light, and the attack to be made at the earliest hour. An advanced battery in front, of six 18-pounders was thrown up during the night, about 800 yards from the enemy's line.

Such was the plan and preparation, and a general confidence of success prevailed. But the plan appears to have been most negligently executed, independently of those unforeseen difficulties which are so often found to impede the execution of the best-concerted projects. The movement assigned to Colonel Thornton was obstructed by physical difficulties, the particulars of which are thus stated by our Correspondent at page 387.

"The engineers, or, more properly speaking, the staff corps, had declared the canal sufficiently deep for the boats to pass, and to appearance it was so: but we calculated rather more on the gush of water from the river than was quite right—we had dragged the boats up as far as the village, with guns, stores, every thing which could be necessary, and remained within about two hundred yards of the river until dark; but on our advancing about fifty yards, the boat stuck, the labour then became extreme, and after a night of most severe hardship for the men, we succeeded in getting through the whole of the boats, but only four with guns, among which I was fortunate enough to be. We still dreaded the approach of day-light; therefore, fearing by waiting for all, we might not get over sufficiently early, we started with nine boats, our four, and five others, which contained the 85th, and a few marines and seamen, the whole not, I am sure, exceeding four hundred; but, unfortunately, they seemed altogether to have forgotten us on the left side, and before we could be of sufficient use to create a diversion,

every thing had failed in that quarter; while every thing had quite the contrary result on our side. The 85th advanced, and we at first rather headed them. The Americans were not aware of their advance, but when they were endeavoured to form, and I believe intended to make a stand.—The advance did not discover them quite so soon as the boats, owing to, to use a sea phrase 'their being under the *lee of a house*' but we gave them a shot or two (F) which apprized the advance (I really think not exceeding twenty) of the enemy's situation; but, Jonathan, the moment he received their fire and cheers, with a shot or two from the boats started for his works, and was driven from them almost as soon as he entered, leaving a re doubt with 15 pieces of cannon and a stand of colours."

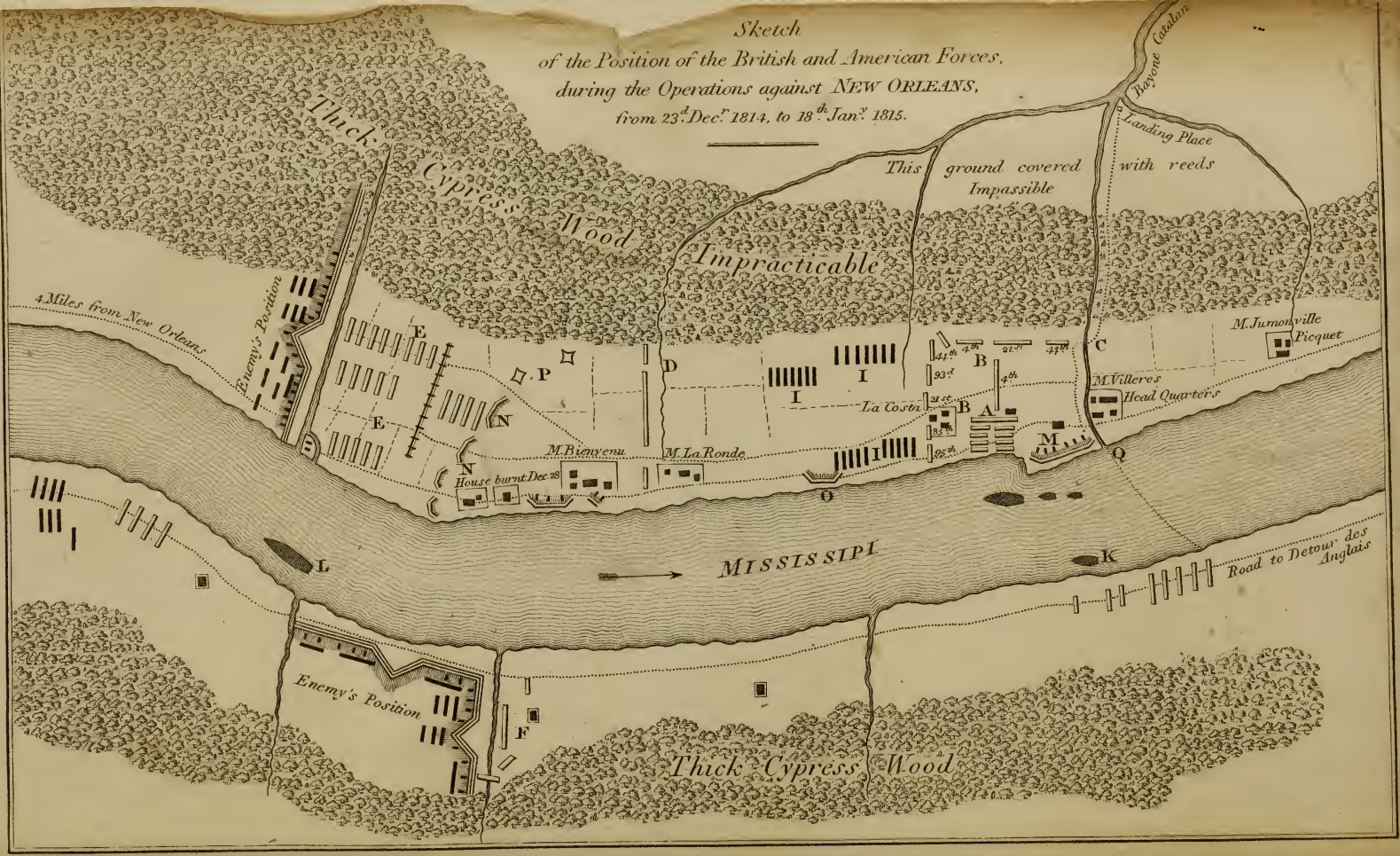
Thus in the language of the Gazette "the *ensemble* of the general movement was lost," and the attack delayed until the enemy had sufficient time to prepare our reception. The exertions of the brave Sir E. Pakenham in the onset were great, but, alas! of short duration—while encouraging the troops on the crest of the glacis he received two wounds, one in his knee and another almost instantly fatal in his body; he fell in the arms of Major M'Dougall, at the same time that Major-general Gibbs and Major-general Keane, with several other commanding officers were borne off wounded. These events, together with the fascines, scaling ladders and rafts for crossing the ditch not being in readiness, caused a wavering in the column, and on the approach of Major-general Sir John Lambert with the reserve, he met the whole falling back on him in confusion. Thus circumstanced, Sir John having placed the reserve in position, went to meet Sir Alexander Cochrane, whom he informed of the failure, and that he did not think it prudent to renew the attack that day. At about ten o'clock, Sir John Lambert was informed of Colonel Thornton's success on the right bank, and of his being in possession of the enemy's redoubt, and he immediately sent Colonel Dickson, commanding officer of the artillery to examine the situation of the battery, and report his opinion on the means of holding it. But being informed that it could not be secured with a force less than 2000 men; Lieutenant-Colonel Gubbins, who had succeeded to the command (Colonel Thornton being wounded) was ordered to retire. The army remained in position till night, when the 18-pounder battery being destroyed, the troops returned to the ground they occupied previous to the attack. On the 9th of January it was determined to withdraw the army, and on the night of the 18th it was effected. On the morning of the 19th the troops occupied the ground on both sides the Bayon, or creek, where they had disembarked, 14 miles from their position before the enemy's line, and one mile from the entrance into Lac Borgne, and on the 27th the whole was re-embarked.

*References to the Plate.*

A. Bivouac of the troops 23d Dec.
B. Position on the night do.
C. do. 24th Dec.
D. Do. after the advance on 28th Dec.
E. The attack on the 8th Jan.
F. Colonel Thornton's attack.
I. The enemy's attack on the 33d Dec.
K. American schr. blown up 27th Dec.
L. An American 24 gun ship.
M. Batteries against the schooner.
N. Batteries thrown up by English.
O. Do. to protect the flank of the army.
P. Redoubts.
Q. Canal cut to pass boats.

The Mississippi is a considerable river of N. America, which is the great channel of the waters of the Ohio, the Illinois, and their numerous branches from the E. and of the Missouri and other rivers from the W. Its source is unknown, but its length (in a southerly direction) is supposed to be upwards of 3000 miles, in all its windings, to its entrance into the Gulf of Mexico, between the 89th and 90th degrees of W. lon. In this river, in lat. 44° 30′ N. are the Falls of St. Anthony, where the whole river, which is more than 250 yards wide, falls perpendicularly about 30 feet.

New Orleans, a city of N. America, capital of Louisiana, built in the time of the regency of the Duke of Orleans. In 1788, seven-eighths of it were destroyed by fire; but great progress has been since made in rebuilding it. Here are two convents, a parish church, magazines, forges, and some public buildings. The houses are chiefly of wood, on foundations of brick. It never contained above 1500 inhabitants, and is seated in a rich, fertile soil, and with an excellent climate, on the E. side of the Mississippi, 54 miles from its mouth. Lat. 30° 2′ N. Lon. 89° 55′ W.

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# HYDROGRAPHY, PILOTAGE, &c.

## ASIA.

### CHINA.

*Directions intended to accompany the Chart of the South Coast of China.* 1808.
*By Lieutenants* Ross *and* Maughan, *of the E. I. Company's Bombay Marine.*

[Concluded from page 409.]

#### ISLANDS SITUATED BETWEEN HAW-CHUNE AND HAILING-SAN.

MANDARIN'S CAP, or Fan-syak of the Chinese, is a barren rock of white appearance, and about the height of a large ship's mast. It terminates in a sharp point, and at first sight is often mistaken for a vessel. There are two smaller rocks close to the northward of it, one of which is very small. The harbour of Namo bears from the Cap N.E. by E., distant thirteen miles. The south end of St. John's N. 75½° E., distant seven leagues and three quarters; and Tyho bay N. 24°½ W., distant sixteen miles and a half. I have been at anchor about one cable's length to the westward of them, and had sixteen fathoms at high water, with a mud bottom, and the same depth to the southward. Mandarin's Cap, in latitude 21° 28′ N. and longitude 112° 22′ 15″ E.

Off these rocks, in August and September, the tides are much influenced by the winds. I have seen the westerly set going at three knots and a half *per* hour, with the wind at East, and only slackening to about a knot and a half, when it ought properly to be setting in another direction.

Mong-chow is an high island, in latitude 21° 39′ N., and longitude 112° 37′ 30″ E., lying a short way to the westward of Haw-chune, and bears from the Mandarin's Cap N.N.E., distant eleven miles and a quarter. It is well covered with grass, and has a town situated near to its summit, which is only observed when you are to the south-east of the island. There is a high rock lying a short distance off the south side; which has four fathoms and a half close to it.

I have anchored in an east wind under the west side of Mong-chow in two fathoms and three quarters at low water spring tides. There is a small beach on that side near the south point, where fresh water may be had. From the Mandarin's Cap to Mong-chow the depth decreases regularly and the lead is a good guide. Between the latter and Haw-chune I attempted once to work through when it was blowing from the eastward, but had no more than three fathoms and a quarter at high water and two fathoms at low, which prevented my getting round the north side at false St. John's. It is also very shallow between the north end of Mong-chow, and the adjacent land to the northward.

Nampang island, in latitude 21° 33′ 15″ N. longitude 112° 22′ E., is the one next to the westward of Mandarin's Cap, from whence it bears N. 62° 40′ W., distant ten miles and a half, and from the south-west end of Haw-

chune S. 83° W., distant about six leagues. It is high on the west end, and not more than a mile and a half long.

I have sailed close round this island, and had deep water. The depth decreases from the Mandarin's Cap, regularly to ten fathoms off it. There is a little bay on the north side that nearly divides the island into two, and there is neither fresh water nor inhabitants on it.

The Quoin, as named by us, is a small islot resembling a gunner's quoin much. It is situated two miles and three quarters to the northward of Nampang, and the passage between them is free of danger, having eight fathoms in it.

Neewok Island is an island of moderate height, lying close to the westward of the Quoin, and bearing from Nampang N. 34° W., distant three miles and a half. It is about a mile long from east to west, and has a small rock above water between it and the Quoin. There is no danger around this island having eight and nine fathoms close to it.

Tywok, in latitude 21° 39′ N., and longitude 112° 7′ 30″ E., is high, and the northermost of the group of small islands that are situated between Haw-chune and Hailing-san. It lies to the N.N.W. of Neewok, from which it is about a mile and a half distant. The passage between them has eight fathoms and a soft bottom on it. On the north side of Tywok there is a little bay, where water can be procured to the westward of the small chinese temple that is near the beach.

A short way to the south-west of Tywok, and fronting the opening between it and Neewok, there is a small rock, with seven fathoms water round it. In moderate weather it breaks high enough to be seen three miles off, being about four feet high. I have passed it several times and never observed that it was covered. It bears from the summit of Nampang N. 48¾° W., and from Tywok S. W. by S., distant one mile.

Round island, so named from its having that appearance, is situated west of Nampang, and distant from it three miles and a half. From the Mandarin's Cap, bearing N. 77½° W., distant fifteen miles, and to the S.S. westward of round island, distant two miles, there are two rocks above water. Between them and round island the depth is ten and eleven fathoms. They have no hidden dangers near them, and are in latitude 21° 31′ 35″ N., and longitude 112° 6′ E.

Tyho Bay, so named from the town of that name situated therein, is in latitude 21° 48′ N. and longitude 112° 15′ E. The east point of the bay bears from the Mandarin's Cap. N. 24½° W., distant sixteen miles and a half, or from Nampang N. 19 ½° E., distant ten miles. It is too shallow for ships to take shelter in, unless small ones, which may anchor so far in as to be sheltered from the east. The depth decreases very gradually on a mud bottom from the Mandarin's Cap to four fathoms and a quarter at low water off the east point.

To a large ship this place could only be useful to procure water at, or to get a letter transmitted to Canton from it. It is the residence of a Mandarin, who either comes himself or sends his deputy off, if you anchor near. When coming from the southward you will be assisted in finding this bay by a white building, situated amongst some trees, on an elevated point, a little

way within it on the east side. Tyho town is not perceived unless you are in the bay, or about the east end of Tywok island: it is a light between the white building and the east point. In a vessel you must anchor near the latter point, and not go to the westward near the island, which you will see on the opposite side, as there are some rocks lying off it to the southward that are covered at high water, and bearing from the east point N. 81½° W., distant a mile and a quarter. They have four fathoms close to them.

I have been at anchor with the Antelope in two fathoms and a quarter at low water close off the town, where the large junks anchor when they are compelled, as they are often by the Ladrone pirates, to run in here for protection, which they receive from two old batteries, mounting still older guns; the town consists of seventy houses, and from the report of the gentleman who visited it, affords no stock: a circumstance which might be owing to the interference of the Mandarin rather than to a real scarcity; for as we were not anxious about it we made him no present.

All the bottom of Tyho bay is shallow and rocky, therefore unfit for vessels. The best situation for a small one is just within the east point, and distant off it about half a mile, in three fathoms and a quarter at low water, and a mud bottom.

### HAILING-SAN ISLAND.

Hailing-san Island (or Hailing-shan, as it is also written in the Charts) is eleven miles in extent from east to west. On the east end near the water side, there is a remarkable red patch of sand, easily perceived when off the Mandarin's Cap; and at a little distance to the eastward of it a small island not easily distinguished from the point when coming from the eastward. The little island bears from Nampang N. 67¼° W., distant ten miles and a half, and has six and seven fathoms close to it and along the east side of Hai-ling-san. Bearing from S.W. by S., distant a mile and a quarter; there are some rocks that break much in rough weather, and never quite covered at high water. They have six fathoms close on the south side and should be passed about a mile off, in seven or eight fathoms.

Bearing from the same small island off the point S. 72½° W., distant five miles and a half, there are two rocky islots close together, shewing like three small hummocks. They are situated in a bay, round which is a long sandy beach; at a little distance in land there is a high mountain. Those islots are about the middle of Hailing-san, and may be passed at one mile to the southward in seven or eight fathoms water. I have sounded within them, where it is shallow and rocky.

The afore-mentioned mountain is the one named Sugar-loaf Hill in the Chart. It does not make in a sharp peak until you are off Bluff point, which is the one that is at the western extreme of the long sand. It is high and steep-to, having ten fathoms, and bears from the two rocky islots, S. 66°½ W., distant four miles.

From the Bluff Point, bearing S. 81° W., distant three miles, and situated near the south-west end of Hailing-san, are two small islands, called by the chinese Mamee-chow, and Twins by Mr. Macauley. When coming from the eastward, by being seen on one bearing, they appear like a

single island, with an extensive bay between them and the distant high land. The depth from Bluff Point to them is seven and eight fathoms, and the land between forms into two small bays with sandy beaches. In the one next to Bluff Point there is a large mount of reddish sand, over which you may, with attention, perceive the small woody point on which the fort of Hailing is situated, also the boats' masts that are in the harbour.

In all this part the country has the appearance of being well cultivated, and several houses are scattered about.

### HAILING-SHAN HARBOUR.

Hailing-shan Harbour is the next safe one to the westward of Namo; it is formed by the island of Hailing-shan to the eastward, and by the high land of Khoan to the westward, and will be found useful to ships of any size, as there is sufficient depth of water in it. *Shan* is chinese for island.

When coming from the eastward and intending to enter the harbour, you must pass about a quarter of a mile to the southward of the two little islands named Mamee-chow, in eight fathoms water: they form the east side of the entrance to the harbour, and should be rounded at about one cable's length, in seven or eight fathoms. On the brow of the western island there is a remarkable stone. Bearing from it N. 7° 8′ W., distant twelve hundred yards, there is a sand bank, having two fathoms, and a quarter water on it at low spring tides. After rounding the western island the channel for ships is between the bank and a point on Hailing-shan, named Deep-water Point, and bearing from the afore-mentioned remarkable stone N. 25° 57′ E., distant fourteen hundred yards. All the space between the point and Mamee-chow is dry at low water. Ships should pass Deep-water Point, at rather less than one cable's length. You will have from Mamee-chow seven or eight fathoms until you approach the point, when you will suddenly increase your depth to eleven fathoms. From Deep-water Point bearing N. 32° E, distant 2170 yards, there is a small hill well covered with trees, and having a fort on the summit, which is not easily discerned. Ships should steer from Deep-water Point directly for the fort, until abreast of an island named Teep-chow, situated nearly halfway between them. After passing the point you will decrease your water suddenly to six fathoms and shoal to five fathoms as you approach Teep-chow, off which, a quarter of a mile to the westward, large ships should anchor, with the fort bearing N.E. by N.

The bay between Teep-chow, and Deep-water Point is shallow having only two fathoms and two fathoms and a half on it. Fresh water is to be procured in this bay near a small Joss-house in ruins. The harbour for boats is in the bay, between Teep-chow and the fort, where there is not more than a fathom and a half. In this bay is situated the village of Chino, where stock and fresh water can be procured: there are two or three smith's shops, but they work indifferently. We found the inhabitants very friendly and a Mandarin of inferior rank resides in the fort, who visits all vessels that anchor there. Two miles N. 13° 33′ E. from the fort is a small peaked islot, between it and the fort is a small patch of rocks that are dry at low water. The water being shallow to the northward of the fort, ships should not go above it.

About half a mile to the westward of Teep-chow the bottom is sandy with shallow water, and beyond that it deepens again to seven fathoms in a narrow channel, and about a mile and one third from the fort to the westward there are breakers on a sand.

The two fathoms and a quarter bank bears from the fort S. 44° 30′ W., and from Deep-water Point S. 81° 53′ W., it is small and steep to the east side; on the north-west extreme of Hailing-shan island is a small peaked hill, bearing from Deep-water Point N. 21° 42′ E., distant about four miles: when this hill and peaked island are in one, bearing N. 28° 33′ E., the two fathoms and a quarter bank is upon the same line of bearing. A small ship may pass to the westward of the bank in four fathoms, sandy ground, but it is not the channel I would advise a large ship to take. At the anchorage you are sheltered from south round to east and north-east by the high land on Hailing-shan.

The latitude observed on the western Mamee-chow is 21° 34′ N. and longitude 111° 48′ E. An immersion of Jupiter's first satellite was observed by two persons on Deep-water point; one made the longitude 111° 50′ E. of Greenwich, the other 111° 48′ 30″ E. making the mean longitude 111° 49′ 15″ E. It is high water at the anchorage about a quarter past eight o'clock on full and change days, when the rise and fall is a fathom and a quarter.

The tides are sufficiently strong to admit of a ship's backing and filling up from Mamee-chow to the anchorage, if the channel is thought too narrow for working.

In the space between Mamee-chow and Songew Point, ships should not stand in under five fathoms, the bottom being sandy and the water shallow within that depth.

Songew, as called by the Chinese, is the southern extreme of the land that forms the west side of the great bay in which the harbour of Hailing-shan is situated. It bears from the western Mamee-chow S. 73° W. distant about nine miles and three quarters, and when coming from the eastward appears as three little hummocks near the point, with a long, sandy, beach between them and the high land. I have passed near the point in ten fathoms close to the rocks, and have been on the summit of the inner hummock from whence I discerned the town of Songew, and that the bay on that side the point was shallow. Songew point is in latitude 21° 31′ N. and longitude 111° 39′ 20″ E.

Bearing from the western Mamee-chow S. 80° W., and three miles to the N.N.E. of Songew point, are two small islands lying near to the high land, and named by us, Brothers. They have eight fathoms about a mile to the eastward of them, and appear to be rocky about half a mile off.

Chin-chow island bears from Songew point S. 77° W., distant nine miles and three quarters: it is high and well covered with grass. Ships that are passing this island should keep about a mile and a half or two miles to the southward, in ten or eleven fathoms, to avoid some rocks even with the water, that are lying to the southward of it. I have passed at about one cable's length from them, in seven fathoms foul ground, and have anchored in eight fathoms foul ground off the east side of the island, between it and a small rocky islot that is nearest the main land. The rocks bear from the

island S. ¼ E., and distant two-thirds of a mile from it, and break considerably even in moderate weather. The latitude of the island is 21° 48′ 45″ N. and longitude 111° 29′ E.

Ty-chook-chow bears from Chin-chow S. 63° ½ W., and is distant five miles and a half. The land between them forms a deep bay, on the east side of which there is a Chinese fort, and an inlet for boats, named Guitong. The depth from Chin-chow to this island is seven and eight fathoms on a gravelly bottom. Close to the northward of Ty-chook-chow there are some rocks, with shallow water running off from them to the westward. I have been at anchor on the west side of the island in six fathoms and fine sand, about three quarters of a mile off shore, where a ship will be sheltered from an easterly wind. The latitude is 21° 26′ N., and longitude 111° 23′ 30″ E.

Tien-pihen, or Tien-pak, as it is most commonly called, is the principal place on the south coast of China where salt is manufactured, and for the conveyance of which to Canton there are many hundred junks employed.

When coming from the eastward, after passing Ty-chook-chow island, the coast appears to terminate at a high mountain, which has a long sandy beach to the north-eastward of it, and two islands more distant to the westward (as in the river attached to the plan of Tien-pihen harbour). The high mountain is named Linton, or Lintoa, and the southernmost of the two distant islands Ty-fung-kyoh, the other being Fung-ky-chy. There are seven or eight fathoms from Ty-chook-chow to the point on which Lintoa stands, named Sye-ho. As you approach the latter, beware of some rocks that are lying one mile off the high land of Lintoa, and bearing from Sye-ho point S. 78° 9′ E., distant a mile and three quarters: they have eleven fathoms' water close to the southward, and between them and the shore seven fathoms. In moderate weather I have observed them breaking much, and believe they are even with the surface when it is high water. Bearing S. 40° 57′ W., from Sye-ho, distant half a mile, there is a large rock of white appearance, named Pauk-pyah, in latitude 21° 24′ 15″ N., and longitude 111° 15′ 25″ E.: between the two there are six and seven fathoms' water.

A small ship, that is seeking shelter from a north-east gale, will do best to keep near to the rocks that are off the high land of Lintoa, and from thence between Sye-ho point and the Pauk-pyah. She will find a good birth to anchor in, about three quarters of a mile to the westward of the former, in four fathoms' water, on a fine sand and mud bottom, with Pauk-pyah, bearing S. 3° E., and a pagoda which is on the high land near Sye-ho N. 63° E. You must not go further to the northward of this situation, as the bay in that direction is very shallow, and has a rock above water in it. Large ships that are compelled to seek for shelter at Tien-pihen, would do best to pass about one mile to the southward of Pauk-pyah and Fung-ky-chy, in seven or eight fathoms' water, and anchor between the latter, and Ty-fung-kyoh, in six or seven fathoms, where they will be sheltered from the south-west by the latter island, and from the east by Fung-ky-chy. Hereabouts the Queen East Indiaman anchored in 1775, according to Captain Stainforth's plan of the road.

Ty-fung-kyoh is in latitude 21° 22′ 30″ N. and longitude 111° 11′ 40″ E., and has shallow water of two fathoms and a quarter off its north-west side.

Tien-pihen harbour is very small, and would only be resorted to when vessels have suffered damage, and require immediate repairs. It has a narrow bar of sand, over which ships must pass at high water, in three fathoms and a half, and is situated about a mile to the N.N.E. of Fung-ky-chy.

When at anchor in the roads, the land from Sye-ho point to a remarkable distant bluff hill to the westward, appears as one deep bay with a sandy beach, having high land at the back, and the entrance of the harbour is not easily distinguished. A ship that intends entering the harbour should anchor between the bar, and the north side of Fung-ky-chy, in four fathoms and a half, on a mud bottom, to be ready at high water. If you are going to this anchorage from between Sye-ho and Pauk-pyah, observe that there are two sunken rocks between the latter and Fung-ky-chy, with five fathoms close to them. At very low water on the spring tides I have seen them break a little. They bear from Pauk-pyah N. 79° W., and from Sye-ho S. 77° W., it will therefore, be adviseable to keep the highest part of the latter point bearing east as you stand to the westward, until in the situation for anchoring.

On the north-west end of Fung-ky-chy there is a small and sharp hummock, with which bearing S.S.W. you may stand on the opposite point towards the bar and sholing gradually. The best guide, after getting over it a little way, will be to have a person at the mast-head, to direct your course up channel between the two dry sands; or if they are covered, to have a boat on each side while passing.

The channel is not more than half a mile wide, and the depth in it increases from the bar to seven fathoms on a mud bottom, close off a low point of sand, which forms the south-east side of the harbour. This point bears from the Pagoda S. 40° 42′ E., and from the small brow of Fung-ky-chy N. 28° 9′ E. It is distant from the bar two miles, and was the place where we measured a base for the survey of the road and harbour. The anchor that is marked thereabouts in the Chart denotes the situation where the Discovery anchored in three fathoms at low water, and was sheltered from the swell at all points. The western shore is very shallow, and in many places dry at low water. Ships should not approach it to the southward of the marble rock.

On the brow of a hill, and near to the water side, there is a fort of a horse-shoe form, bearing the low point of sand N. 1° 33′ E., distant two miles and a half, and to the westward of it there are two others. Between the horse-shoe fort and the westermost of the other, the channel from the point continues decreasing in depth to two fathoms and a half, where the salt-junks anchor.

The city of Tien-pihen is situate at the bottom of the deep bay that is to the eastward of the horse-shoe fort. It is of considerable extent, by the appearance of the walls from the ship and by water can only be approached in boats at high water, through creeks that intersect the extensive flat situated between it and the anchorage.

A Mandarin of some rank resides in the city, and there are several inferior ones who have charge of the forts. These generally visit ships, and are to be distinguished from the other Chinese only by the brass ornament that they wear on the top of their caps. They come merely to satisfy their

curiosity, and I believe cannot render you much assistance. Ships that put into Tien-pihen in want of supplies or repairs, will do well by sending an officer to wait on the principal Mandarin, stating their business. We found him civil, and apparently willing to render us assistance. He requested the gentlemen who waited on him to walk about and purchase what they required. It will, perhaps, accelerate the supplies to take for him a small present of a common watch and a few bottles of wine or spirits, as we did, which were graciously received, and a small return made by him of tea and hams.

From the number of large junks that trade to, and are laid up at this place, I am of opinion that masts may be had for ships, at least such as would answer for a time. Iron work, I am certain, can be well done in the city, and refreshments of all kinds may be procured from the villages around the harbour.

Fresh water appears to be a scarce article near the beach, as we could only procure in our own boats what had fallen in rain, and lodged in ponds on the long point of sand near the anchorage. Ships are generally attended by chinese boats, that will fetch water from the city, where I believe there is abundance, and of good quality. They brought us some in bulk at half-a-dollar a load.

To the westward of Tien-pihen there is a remarkable piece of high land, that appears to be steep on the south side: it bears from Sye-ho point S. 84° 15′ W. Between it and the harbour there is a small black hummock, situate: from the summit of it I have seen a town further to the westward, with a channel leading to it. By our pilot's account there is sufficient water for a small ship over the bar at its entrance.

Is is high water on Tien-pihen bar on full and change days at twelve o'clock, and the rise and fall of tide eight feet and a half.

From Tien-pihen I have been to a port named Now-chow, in latitude 20° 58′ N., and longitude 110° 26′ 0″ E. It is small and dangerous to enter, but when in, you are well sheltered. From meeting a tyfoong few hours after I quitted Tien-pihen, and from the blowing weather, we had while there, I was prevented making such observations at that time as would enable a ship to proceed to it.

The land to the westward of the remarkably bluff hill near Tien-pihen becomes a very low sand, that can scarcely be discerned from the mast-head in ten fathoms' water.

I have to caution ships that are not well armed, against entering the port of Now-chow, it being the principal rendezvous of the Ladrones, who are generally there in great numbers. They anchor along-side the forts and town, with which their people communicate, and are part of its inhabitants. It was at this place the Maria, a Portuguese ship, was captured by them, when she went in for water.

### MAGNETISM.

Mean variation of the magnetic needle in London, during part of the year 1814: extracted from the meteorological journal kept at the apartment of the Royal-Society; by order of the President and Council. June, 24° 16′ 42″; July, 24° 17′ 54″; August, 24° 21′ 10″; September, 24° 20′ 33″ W.

# SHIPWRECK.

## LOSS OF THE BENGAL INDIAMAN.

*Copy of a Letter from Captain George Nicholls.*

*Cape Town, April* 5, 1815.

THE unhappy loss of the Bengal, is an event afflicting to many persons, and you will have such numerous inquiries made on the subject, that I am desirous of enabling you to afford a competent answer by the production of this letter, should it be necessary. I think, likewise, that it may hereafter obviate much distressing inquiry on a subject that must ever be painful to me; and, as it is understood that the Malacca frigate will part from the convoy shortly after quitting this port, and make the best of her way to England, I now prepare this to send by her.

The Bengal had, by dint of great exertion, completed her lading on the coast, and joined the first fleet at Point de Galle, and the whole were to have sailed on the 19th January last, under convoy of the Malacca frigate; my passengers were all on board, and all was clear and ready for starting.

The spirit-room had been unstowed on the forenoon of the 18th, to examine a small leak which was observed to proceed from it; the defect was discovered, rectified, and the place again secured.

Owing to there not being sufficient space in the spirit-room, four or five small casks of liquor had been stowed in the gun-room and covered over with bags of rice for security—as a measure of precaution, the gunner was directed to look at these, and ascertain if they were all safe, and he since reports them to have been all tight and dry.

The largest cask, however, containing about 20 or 25 gallons of rum, and standing on its end, did not seem, as the gunner thought, to have its bung quite firmly in, and he struck it a blow to drive it farther into the cask; instead of going in, the bung flew out, and the spirit rushing forth caught fire, from a candle in a lanthorn which he held in his hand at the time, all was instantly in flames! and though every possible exertion was promptly made to arrest the progress of the flames, in less than an hour the ship was so far destroyed, that she sunk a blazing ruin.

The ship's company behaved admirably—they were to a man orderly and obedient; not a man quitted the ship or relaxed from duty to the last moment.

The number of sufferers was unhappily great—I fear upwards of twenty, principally occasioned by the sinking of boats alongside, although some perished in consequence of the dreadful rapidity with which the fire swept through the ship. Capt. Newell, of the Alexander, I grieve to say, is amongst the sufferers; as also Mr. Barker, second mate of the Surrey; and Mr. Miller, midshipman of the Bengal; the master and a lieutenant of the Malacca; were drowned. It is, after this melancholy detail, some consolation to reflect, that all the females and helpless children were saved.

I escaped at the last moment, and did not preserve a single article excepting the clothes in which I stood—not even a paper was there saved from the general ruin—all—*all* was lost!

After making every arrangement which my mind could suggest, and the time allowed, for the recovery and safe custody, on account of the company and the underwriters, of all that might be possible to save from the wreck, I embarked on board the Astell, and have got thus far on my return to England; but in circumstances how widely different from those in which I hoped to revisit my native land!

## Poetry.

### GULL;

OR,

### THE HUMBUG SYSTEM.

WHEN counsel urge a case in law—
" My friend, we clearly see a flaw—
This deed is truly null;"
The sly advice pertains to self—
'Tis meant to fleece you of your pelf:
They wish for such a gull.

Should thoughtless heirs require an aid,
The sum but nam'd, the money's paid:
Keen rogues their judgment lull.
Now once entrapp'd, new schemes they try,
When, lo! the solid acres fly,
By means they take to gull.

When writers strive to soar in fame,
Yet still their works affect to blame,
And say they're vilely dull;
Confine the wretches to their word,—
You're term'd a fool—you're quite absurd;
Why surely this is gull.

When jilts in raptures call you dear,
Obtrude a smile or force a tear,
Or name you charming cull:*
Guard well your purse; secret your pence;
Repel those arts with reason's fence;
'Tis only meant to gull.

* The author has too often been humbugged this way himself not to feel the full force of it.

When Captains view some other ship,
In humbug oil their tongues they dip,
And praise the spacious hull:—
Your guns are lost, ! what room ! how neat!
I like your plans; 'tis quite a treat;
Now this is Royal Gull!!!

*G. N.*

## THE DISAPPOINTMENT.

A TURTLE, floating on the swelling deep,
Calm, gliding with the current, fast asleep,
Soon from the busy deck, near dusk, was 'spied,
And, by each epicure, was eager ey'd.
I thought I saw the Doctor's anxious look,
Which seem'd to say, "Run, Cressy, call the cook;
Quick, lower a boat to pick that turtle up;
And of the sav'ry produce let me sup!"
The officer with zeal each effort tries;
Soon comes the boat, but not the wished-for prize:
The noise and bustle which the crew did make,
Soon caused the sleeping luxury to wake,
Which to the bottom div'd, as I'm a sinner,
And baulk'd the ward-room of a turtle dinner!

*The Ward-Room Steward.*

## LINES WRITTEN AT WESTON-SUPER-MARE,*
AUGUST 5, 1812.

WAS it but yesterday I heard the roar
Of these white coursing waves, and trod this shore,
A young and playful child, but yesterday?
Now I return, with locks of scatter'd grey,
And wasted strength; for many, many years
Have pass'd, some mark'd by joy, and some by tears,
Since last we parted: as I gaze around,
I think of Time's fleet step, that makes no sound
In yonder vale, beneath the hill-top tow'r,
My father deck'd the village Pastor's bow'r: †
Now he, and all, between whose knees I play'd,
Cold, in the narrow cell of death are laid.

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* On the coast of Somersetshire.
† He planted the parsonage garden at Uphill.

"My Father!" to the lonely surge I sigh—
"My Father!" the lone surge seems to reply.
Yet the same shells and sea-weeds seem to strew
This sandy margin, as when life was new.
I mourn not Time's inevitable tide,
Whose swift career ten thousand feel beside;
I mourn not for the days that are no more;
But come, a stranger, Weston, to thy shore
In search of Health, alone, and woo the breeze,
That wanders o'er thy solitary seas;
To chase the mists from these oppressed eyes,
And renovate life's languid energies.

*W. L. B.*

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## NAVAL HISTORY OF THE PRESENT YEAR, 1815.

*(May—June.)*

### RETROSPECTIVE AND MISCELLANEOUS.

ACTIVE hostilities have been commenced by Buonaparte, and his formidable attack repelled with the most gratifying and glorious success. The repulse, and subsequent rout, have conferred, on every individual engaged, from the marshal to the private, all the characteristic honour that real bravery can bestow; while the anxiety of all Europe is cheered by the most confident hopes of an early and happy termination of its struggles for a lasting peace.

Italy is returned to the house of its ancient dynasty, and as far as it could avail towards it, the British navy has been forward to contribute.—Its sphere of action is, in the present contest, naturally confined; the enemy has no naval force prepared for combat; and there is reason to expect such preparation will be long delayed.

An article in the French papers gives the following reasons of the capture of the French frigate Melpomene, by the Rivoli, Captain Dixon:—"*Toulon, May 27*; La Dryade frigate had been sent to Naples to take from thence Madame Mere, the Prince Jerome, and Cardinal Fesch. Having reached that port, it found the Melpomene, the brig Inconstant, and the galliot La Biche. These four ships prepared to return to France in company. The frigate Melpomene first set sail.—Scarcely was she out of the harbour of Naples when she fell in with an English brig, which hailed her for the purpose of boarding; the frigate refused to allow this. A ship of the line having hove in sight, the invitation was repeated.—The frigate having again refused, a shot was fired to bring her to. The brave Captain Collet, commander of the Melpomene, engaged in an unequal contest. After a long resistance, the Melpomene being dismasted, and having 30 men killed and 60 wounded, was obliged

to surrender. The arrangements for departure were changed. Madame Mere and Prince Jerome went by land to Gaeta, where they embarked in the Dryade, Inconstant, and La Biche. These three ships are now in the harbour of Toulon."

The audacious cruelty of the Algerines calls loudly on the maritime powers for vengeance.* The resentment of the Americans is threatened; and if assistance be needful it ought not to be withheld. In a letter from Gibraltar, dated may 23d, is the following most exasperating instance of *Barbarity*:—"The Algerine squadron made its appearance off Gibraltar. On the evening of the 17th a gun-boat sailed for Tangiers: in her were Mr. Williams, the surgeon of his Majesty's ship San Juan; the master of the same ship, and a crew of nine men. In the gale of the following morning the gun-boat was unfortunately lost, and the whole of the above persons crowded into the small skiff belonging to it, and pulling only two oars; in this wretched, defenceless state, expecting every wave would sink them, did the Moors open a fire of musketry upon the boat, which killed Mr. Williams, and wounded the master. Willliams was in the act of urging the men to greater exertions, when he was shot through the head, and died instantly; another victim to the sanguinary ferocity of these barbarians. —After incredible exertion and sufferings, the boat arrived at Tangiers in safety, and the body was buried in the garden of the Swedish consul."

Government, we understand, has established a chain of maritime telegraphs, by ships stationed between Ostend and Deal, so that the intelligence of any events may be transmitted from Flanders in a few hours.

An Order in Council has passed for the issuing and granting letters of marque and reprisals against all ships, vessels, and goods, belonging to France.†

We stop the press to notice the abdication of Buonaparte in favour of his son; though we at the same time consider it in no other light than as a proof of his desperate situation. We have no doubt that in a few days the brave Duke of Wellington and his victorious army will, with their gallant Prussian companions, be in possession of Paris, when a very different arrangement will of course take place

## Letters on Service,

*Copied verbatim from the* LONDON GAZETTE.

ADMIRALTY-OFFICE, MAY 16, 1815.

*Return of American Vessels captured or destroyed by the Division of the Fleet employed in the North American Station, under the Orders of Rear-Admiral the Honourable Sir Henry Hotham, between the 16th October 1814, and the 29th January 1815, not before gazetted.*

SCHOONER Sally, of 3 men and 28 tons, destroyed by the Majestic, October 18, 1814. Schooner Rainbow, of 2 men and 17 tons, destroyed by the Majestic, November 1, 1814. Schooner Lively, of 3 men and 37 tons, burnt by the Majestic, November 2, 1814. Sloop, name unknown,

* *Vide* page 472. † *Vide* State Paper, 483.

of 40 tons, burnt by the Majestic, November 8, 1814. Schooner Advocate, of 6 men and 54 tons, captured by the Majestic, November 16, 1814. Sloop Thetis, of 6 men and 48 tons, captured by the Majestic, November 19, 1814. Schooner privateer Syren, driven on shore, on the 16th November, under Cape May, by the boats of the Spencer, and by the Telegraph, and destroyed. Schooner Moreau, of 4 men and 24 tons, captured by the Spencer, November 21, 1814. Brigantine Superb, of 7 men and 93 tons, captured by the Spencer, November 24, 1814. Sloop Hero, of 5 men and 44 tons, captured by the Tenedos, November 6, 1814. Sloop Fair American, of 3 men and 25 tons, burnt by the Tenedos, November 16, 1814. Sloop Friendship, of 3 men and 45 tons, burnt by the Nimrod, November 25, 1814. Brig Hessian, captured by the Nimrod, December 29, 1814. Schooner Horizon, of 3 men and 28 tons, captured by the Nimrod, January 5, 1815. Schooner John, of 6 men and 96 tons, captured by the Pomone, December 28, 1814. Brig Funchal, of 13 men and 230 tons, captured by the Pomone, December 29, 1814. Schooner Mercury, of 11 men and 120 tons, captured by the Pomone, December 30, 1814. Sloop Edward, of 10 men and 75 tons, captured by the Pomone, December 31, 1814. Schooner Comet, of 5 men and 49 tons, captured by the Saturn, December 23, 1814. The ships, Sally, Paragon, Betsey, and Speed, destroyed by the Pylades between the 24th December 1814, and 22d January 1815. Sloop Amelia, of 4 men and 50 tons, destroyed by the Tenedos, January 26, 1815. Sloop Amicus, of 9 men and 68 tons, captured by the Tenedos, February 6, 1815. Sloop Polly and Nancy, of 6 men and 72 tons, burnt by the Tenedos, February 13, 1815. Schooner Industry, of 4 men and 31 tons, destroyed by the Saturn, January 28, 1815. Sloop Friendship, of 3 men and 25 tons, destroyed by the Saturn, January 29, 1815. Schooner Alert, of 3 men and 25 tons, captured and destroyed by the Telegraph, November 3, 1814. Sloop Four Brothers, of 2 men and 20 tons, captured by the Telegraph, November 7, 1814. Sloop John, of 2 men and 30 tons, destroyed by the Telegraph, same date. Schooner Ann, of 3 men and 32 tons, destroyed by the Telegraph, same date. Schooner Mary, of 7 men and 110 tons, captured by the Telegraph, November 25, 1814. Brig Amy, of 8 men and 84 tons, captured by the Telegraph, same date. Schooner Trim, of 4 men and 49 tons, captured by the Telegraph, December 28, 1814. Schooner Attempt, of 4 men and 53 tons, captured by the Telegraph, January 12, 1815. Schooner William, of 8 men and 105 tons, captured by the Telegraph, January 19, 1815.

(Signed) *Henry Hotham,*

Rear-Admiral.

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*An Account of American Vessels captured by His Majesty's Ships and Vessels under the Command of Rear-Admiral Sir Philip Charles Durham, K. C. B. Commander in Chief on the Leeward Island Station, not before gazetted.*

Schooner Farewell, of 9 men and 70 tons, captured by the Dasher, February 9, 1815. Schooner Spencer, of 16 men and 160 tons, captured by the Dasher and Barbadoes, February 15, 1815. Brig James Lawrence, of 16 men and 175 tons, captured by the Barbadoes, February 5, 1815. Schooner Nelson, of 5 men and 76 tons, captured by the Barbadoes, February 28, 1815.

(Signed) *P. C. Durham,*

Rear-Admiral, and Commander in Chief.

## SUPPLEMENT TO THE LONDON GAZETTE, OF TUESDAY, JUNE 6.

WEDNESDAY, JUNE 7.

FOREIGN-OFFICE, JUNE 7.

The following copy and extract of despatches from Lord Burghersh, his Majesty's envoy extraordinary and minister plenipotentiary to the court of Florence, have been received by Viscount Castlereagh, his Majesty's principal secretary of state for foreign affairs :—

MY LORD, *Rome, May 16, 1815.*

I have received a letter from Captain Campbell, of the Tremendous, dated Naples, the 13th inst. in which he states, that in consequence of arrangements made with me at Florence, and transmitted to your Lordship in a former despatch, he had proceeded off the bay of Naples.

He stated, on his arrival there, to the Neapolitan government, that unless the ships of war were surrendered to him, he would bombard the town. A French frigate appearing at that moment, Captain Campbell proceeded towards her, and followed her into Gaeta.

He returned on the 11th with his squadron, consisting of his own ship, the Tremendous, the Alcmene frigate, and the Partridge sloop of war. By a letter from the Duke de Gallo, he was requested not to proceed against the town; Prince Cariati was sent by Madame Murat to negotiate for the surrender of the ships, and Captain Campbell dictated the following terms, which were agreed to :—

1st. The ships of the line in the bay to be given up.

2d. The arsenal of Naples to be delivered over, and commissioners appointed to take an inventory of its actual state.

3d. The ship of the line on the stocks, with all the materials for its completion, to be given up and guaranteed.

These captures to be at the joint disposition of the government of England, and of Ferdinand IV. of Naples.

In return, Captain Campbell engaged not to act against the town of Naples.

Captain Campbell was in possession of the two ships of the line when he wrote to me at eight, P. M. on the 13th; they were to proceed the next day to Palermo or Malta.

I beg to congratulate your Lordship on this success; it reflects the highest credit on Captain Campbell, by whose energy and activity it has been obtained. The feeling of the inhabitants of Naples is excellent; a riot in the town against the government had been feared, but since the arrival of the British squadron, more order had been established.

On the 13th inst. General Bianchi, with the greatest part of his troops, was at Aquila. His advanced guard occupied Solmona, where his headquarters were to be established the following day.

General Mohr having pursued the enemy in his retreat by Fermo, &c. after leaving 2500 men to blockade Pescara, joined General Bianchi on the 13th at Popoli.

General Nugent moved yesterday from Ceprano towards St. Germano.

Since the battle of Tolentino, the enemy has retreated without shewing the least disposition to make any resistance; his army has suffered most considerably by desertion. General Bianchi is moving by Solmona, Castel

di Sangro, and Isernia; his advanced-guard was to be at Castel Sangro on the 14th. General Bianchi states Marshal Murat's army to have been reduced, when it passed Popoli on the 11th, to 12,000 infantry and 3000 cavalry. General Bianchi will march from Isernia, by Campo Basso, upon Benevento, and thence on Naples.—I have the honour to be, &c.

*The Right Hon. the Viscount Castlereagh, K. G. &c. &c. &c.*

*Burghersh.*

*Extract of a Despatch from Lord Burghersh to Viscount Castlereagh, dated Teano, May 21, 1815.*

I have the honour of congratulating your Lordship on the termination of the war with the government of Naples, closed by the military convention I herewith transmit; by which the kingdom, its fortresses, arsenals, military force, and resources, are, almost without exception, surrendered to the Allies, to be returned to the lawful sovereign of the country, Ferdinand the Fourth.

After the successes obtained by General Nugent, and stated in my last despatch, General Bianchi received, on the 18th, a message from the Duke de Gallo, requesting an interview, to communicate to him propositions he was charged with from Marshal Murat.

A meeting for the next day was appointed; on the part of England, General Bianchi requested me to attend it, and in the absence of the British commanders in chief, both by sea and land, I consented.

I met therefore the Duke de Gallo with General Bianchi on the morning of the 19th.

The conversation which ensued with that minister, led to no other result than in having given the Allies an opportunity of stating to him the grounds on which alone they would engage to arrest their military movements.

Having stated that he had no authority to treat on any basis of the nature so announced to him, the Duke de Gallo returned to Naples, having received, however, an assurance that any propositions General Carascosa might wish to make should, in the course of the following day, be received.

The meeting with General Carascosa took place this morning. General Niepperg, on the part of Austria; General Colletta, on that of Naples; and myself, in the absence of the British commanders in chief, negotiated the military convention.

On the part of Naples, propositions were at first made totally inadmissible; on our part, the abdication of Marshal Murat was insisted upon. General Colletta wished to secure for that person a safe retreat to France, but finding that such was totally impossible, and having declared that he had no authority from Marshal Murat to treat with regard to him, the convention, such as your Lordship will receive it, was agreed to.

It is impossible to conclude this despatch without calling your Lordship's attention to the manner in which the campaign, now terminated, has been carried on by General Bianchi. The activity with which he has pushed his operations, is almost without example. The constant successes which have attended his arms, are crowned in the satisfaction of his being able to re-establish the authority of the legitimate sovereign, without those misfortunes to the country attendant on protracted military operations.

With regard to Marshal Murat, he is stated to be in Naples, General Bianchi has declared that he must consent to go to the Austrian hereditary states, where his future situation will be fixed; no answer whatever has been received from him.

(Translation.)

## MILITARY CONVENTION.

The undersigned, after having exchanged the full powers with which they were invested by their respective commanders-in-chief, have agreed upon the following articles; subject, nevertheless, to the ratification of the above-mentioned commanders-in-chief:—

Article I. From the day in which the present Military Convention shall have been signed, there shall be an armistice between the Allied troops and the Neapolitan troops, in all parts of the kingdom of Naples.

Art. II. All fortified places, citadels, and forts of the kingdom of Naples, shall be given up in their actual state, as well as the sea-ports and arsenals of all kinds, to the armies of the Allied Powers, at the periods fixed upon in the following article, for the purpose of being made over to his Majesty King Ferdinand the Fourth, excepting such of them as may before that period have already been surrendered. The places of Gaeta, Pescara, and Ancona, which are already blockaded by the land and sea forces of the Allied Powers, not being in the line of operations of the army under the General-in-chief, Carascosa, he declares himself unable to decide upon their fate, as the officers commanding them are independent, and not under his orders.

Art. III. The periods for the surrender of the fortresses, and for the march of the Austrian army upon Naples, are fixed as follows:—

Capua shall be given up on the 21st of May, at noon: on that day the Austrian army will take its position on the Canal de Reggi Lagni.

On the 22d of May the Austrian army will occupy a position in the line of Averse, Fragola, Meleto, and Juliano.

The Neapolitan troops will march on that day upon Salerno, which place they will reach in two days, and concentrate their quarters in the town and its environs, in order to wait the decision of their future destiny.

On the 23d May, the Allied Army will take possession of the city, citadel, and all the forts of Naples.

Art. IV. All the other fortresses, citadels, and forts (the above-mentioned excepted), situated within the frontiers of the kingdom of Naples, such as Scylla, Omandea, Reggio, Brindisi, Manfredonia, &c. shall be likewise surrendered to the Allied Armies, as well as all the depots of artillery, arsenals, magazines, and military establishments of every kind, from the moment that this Convention shall reach the said places.

Art. V. The garrisons will march out with all the honours of war, arms and baggage, clothing of the several corps, the papers relative to the administration; without artillery.

The engineer and artillery officers of these places shall make over to officers of the Allied Armies, named for this purpose, all papers, plans, inventories of effects belonging to both departments, dependent thereon.

Art. VI. Particular arrangements will be concluded between the respective commandants of the said places, and the generals or officers commanding the Allied Troops, as to the manner of evacuating the fortified places, as well as for what regards the sick and wounded, who will be left in the hospitals, and for the means of transport which will be furnished to them.

Art. VII. The Neapolitan commandants of the said places are responsible for the preservation of the magazines within them, at the moment of their being made over, and they shall be given up in military order, as well as every thing which is contained within the fortresses.

Art. VIII. Staff officers of the Allied and Neapolitan Armies shall be immediately despatched to the different places above-mentioned, in order

to make known to the commandants these stipulations, and to convey to them the necessary instructions for putting them in execution.

Art. IX. After the occupation of the capital, the remainder of the territory of the kingdom of Naples shall be wholly surrendered to the Allies.

Art. X. His Excellency the General-in-chief, Baron De Carascosa, engages, until the entry of the Allied Army into the capital of Naples, to superintend the preservation of all the public property of the State, without exception.

Art. XI. The Allied Army engages to take measures in order to avoid all kind of civil disorder, and to occupy the Neapolitan territory in the most peaceable manner.

Art. XII. All prisoners of war that have reciprocally been made during this campaign, as well by the Allied Armies as by the Neapolitan Army, shall be given up on both sides.

Art. XIII. Permission will be granted to all foreigners or Neapolitans to leave the kingdom with legal passports, during the space of a month from the present date. The sick or wounded must make a similar application within the same period.

The present Convention, when it shall have received its ratification, shall be exchanged with the least possible delay.

In faith of which the undersigned have affixed their signatures, and the seals of their arms.

Made upon the line of the advanced posts at Casa Lanzi, before Capua, the 20th of May, 1815.

(L.S.)
The Baron COLLETTA, Lieut.-General, Councillor of State, Commander of the Royal Order of the Two Sicilies, decorated with the Medal of Honour, Chief Engineer of the Neapolitan Army.

(L.S.)
The Comte DE NIEPPERG, Chamberlain, Knight of the Order of Maria Theresa, and of Saint George of Russia, Grand Cross of the Orders of Sweden, of St. Anne, and of St. Maurice of Sardinia, Field-Marshal, commanding a division of the Imperial Austrian Army in the kingdom of Naples.

In virtue of my powers, and in quality of General in-chief of the Neapolitan Army, we have approved and ratified, and hereby approve and ratify the above Articles of the present Military Convention.

Given at Casa Lanzi, before Capua,

(L.S.)
The Baron CARASCOSA.

In virtue of my powers, and as General-in-chief of the Austrian Army in Naples, I ratify the above articles of the present Military Convention.

(L.S.)
BIANCHI, Lieut.-Gen.

Signed and ratified by us, Envoy Extraordinary and Minister Plenipotentiary of his Britannic Majesty at the Court of Tuscany, in the absence of the commanding officers of the British sea and land forces, employed on the coasts of Naples.

Given at Casa Lanzi, before Capua, May 20, 1815.

(L.S.) *Burghersh.*

## Promotions and Appointments.

CARLTON-HOUSE, MAY 25.

This day his Royal Highness the Prince Regent was pleased, in the name and on the behalf of his Majesty, to invest Rear-Admiral Sir Charles Rowley with the ensigns of a Knight Commander of the most Honourable Military Order of the Bath.

By command of the Prince Regent, Rear-Admiral Sir Charles Rowley was conducted, with the usual reverences, to his Royal Highness, preceded by Sir George Nayler (the Officer of Arms attendant upon the Knights Commanders), bearing upon a crimson velvet cushion the star, riband, and badge, of the second class of the Order.

The sword of state was thereupon delivered to the Prince Regent, and Sir Charles Rowley, kneeling, was knighted therewith, after which he had the honour to kiss his Royal Highness's hand.

Then his Royal Highness the Duke of Clarence, Knight Grand-Cross of the Order, having received from the Officer of Arms the riband and badge of a Knight Commander, presented them to the Prince Regent, who was pleased to invest Sir Charles Rowley with the same. The Rear-admiral having again had the honour to kiss the Prince Regent's hand, and having received from his Royal Highness the star of a Knight Commander, retired.

His Royal Highness the Prince Regent was also pleased to confer the honour of knighthood upon Captain R. Mends, R.N. on obtaining permission to wear the Order of Charles the Third of Spain.

JUNE 8.

This day his Royal Highness the Prince Regent was pleased, in the name and on the behalf of his Majesty, to invest Rear-admiral Sir Pulteney Malcolm, with the ensign of a Knight Commander of the Most Honourable Military Order of the Bath.

By command of the Prince Regent, Rear-admiral Sir Pulteney Malcolm was conducted with the usual reverences to his Royal Highness, preceded by Sir George Nayler (the officer of arms attendant upon the Knights Commanders), bearing upon a crimson velvet cushion, the star, riband, and badge of the second class of the Order.

The Sword of State was thereupon delivered to the Prince Regent, by General Sir John Francis Cradock, Knight Grand Cross of the Order, and Sir Pulteney Malcolm, kneeling, was knighted therewith, after which he had the honour to kiss his Royal Highness's hand.

Then his Royal Highness the Duke of Clarence, Knight Grand Cross of the Order, having received from the Officer of Arms the riband and badge of a Knight Commander, presented them to the Prince Regent, who was pleased to invest Sir Pulteney Malcolm with the same. The Rear-admiral having again had the honour to kiss the Prince Regent's hand, and having received from his Royal Highness the star of a Knight Commander, retired.

His Royal Highness the Prince Regent was also pleased, in the name and on the behalf of his Majesty, to confer the honour of knighthood upon Captain Sir William Hoste, Bart. R.N Knight Commander of the said Most Honourable Military Order of the Bath :—

WHITEHALL, MAY 31.

His Royal Highness the Prince Regent hath been pleased, in the name and on the behalf of his Majesty, to grant unto Sir Richard Lee, Knight Commander of the Most Hon. Military Order of the Bath, and Rear-admiral of the White Squadron of his Majesty's Fleet, his Majesty's royal licence and authority, that he may accept and wear the insignia of an Honorary Knight Commander of the Royal Portuguese Military Order of the Tower and Sword, with which his Royal Highness the Prince Regent of Portugal has been pleased to honour him, in testimony of the high sense that Prince entertains of his great merit, and of the services rendered by him to the kingdom of Portugal.

JUNE 1.

His Royal Highness the Prince Regent hath been pleased, in the name and on the behalf of his Majesty, to give and grant unto Wm. Hamley, Esq. a Commander in the Royal Navy, his Majesty's royal licence and authority, that he may accept and wear the insignia of the Imperial Austrian Order of Leopold, with which the Emperor of Austria has been pleased to honour him, as a testimony of the high sense which his Imperial Majesty entertains of the services rendered by him, as first lieutenant of his Majesty's ship Havannah, at the siege of Zara, in the late campaign. Provided, &c.

Admirals and Captains appointed.

Rear-admiral Sir George Cockburn, to be commander-in-chief at the Cape of Good Hope, *vice* Tyler.

Sir Home Popham, K.C.B. rear-admiral of the white, has hoisted his flag as commander-in-chief in the River Thames, on board his Majesty's ship the Iris.

Rear-admiral Sir Pultney Malcolm to be commander-in-chief in the River Scheld.

Admiral Sir Alexander Cochrane, Sir Richard Strachan, Sir Israel Pellew, Sir Graham Moore, Sir Henry Hotham, and Hon. E. Fleming, are ordered to strike their respective flags and come on shore.

Admiral Right Hon. James Lord Gambier, to be a Knight Grand Cross of the Order of the Bath, *vice* Sir Samuel Hood; and Vice-admiral D. Gould to be a Knight Commander, *vice* Lord Gambier.

Captain G. W. H. Knight, to the Falmouth; George Bulley, to the Snipe; C. B. Ross, to the Northumberland; Thomas Smith, to the Pincher; W. H. Sheriff, to the Iris, flag-ship of Sir Home Popham; Charles Upton, to the Royal Oak; J. Pearce, to the Nymph; G. H. D'Aeth, A. Ramsay, D. Roberts, C. J. Roberts, D. Price, E. Bartholomew, and H. L. Baker, are promoted to the rank of post captains; Charles Ogle, to the Ramillies; Sir Thomas Masterman Hardy, Bart. K. C. B. to the Princess Augusta yacht; W. R. Broughton, to the Royal Sovereign; E. P. Brenton, to the Tonnant; Thomas R. Toker, to the Tartarus; W. Walpole, to the Thames; D. M'Leod, to the Argo, flag-ship of Rear-admiral Scott; Wm. Bruce, to the Rover; S. T. Hood, to the Sophie; John W. Watling, to the Volcano; Sir Graham Moore, to be second in command in the Mediterranean; Joseph Kneeshaw, to the Censor; R. Philpot, to the impress service at Deal; John Gascoyne, to the impress service at Swansea; Sir Charles Richardson, to Waterford.

Lieutenants appointed.

Henry E. Atkinson, to the Bacchus; Robert Anderson, to the Ville de Paris; John Adams, to the Tigre; J. Avery, to the Prince; David Allen, to the impress service at Greenock; J. Anderson, to the impress service at

Deal; R. Anderson, to be flag lieutenant to Sir Graham Moore; Hon. James Boyle, to the Falmouth; William Brooks, to the Conway; Charles W. Bowen, to the Doterell; Nathaniel Barwell, to the Erebus; Charles Blood, to the Northumberland; H. W. Boyes, to the Bedford; R. Bayley, to the Hydra; Flowers Beckett, to the impress service at Manchester; William Boxer, to the impress service at Shields; J. Bradford, to be flag-lieutenant to Sir Thomas Freemantle; George Butler (2), to the Salisbury; Charles Caldecott, to the Falmouth; William Cullis, to the Puissant; Thomas Chambers, to the Pincher; George P. Cowley, to the Eurydice; Thomas Cowan, to the Northumberland; Thomas Chamb, to the Phœbe; George Chapmel, to the Zenobia; J. Chamberlayne, to the Impregnable; Henry Cubbidge, to the impress service at Bristol; J. L. Colquhoun, to be flag-lieutenant to Lord Keith; C. Cotesworth, to the Asia; Robert Dawkins, to the Caledonia; Edward H. Delafosse, to the Wye; Robert Deans, to be flag lieutenant to Sir Home Popham; John Duncan, to the impress service at Ramsgate; Thomas Evans (3), to the Caledonia; John Eveleigh, to the Argo; W. Edwards (2), to the impress service at Waterford; A. Evanson is promoted to the rank of lieutenant: W. Entwistle, to the Seahorse; Richard Farr, to the Ethalion; E. A. Frankland, to the Curaçoa; Thomas Furber, to the impress service at Greenock; H. Foster, to the Castor; G. M. Guise, to the Devastation; James Glassford, to the impress service at Shields; George Harvey, to the Tigris; Henry Heath, to the Antelope; William Holt, to the Ferret; William Hill, to the Furieuse; Frederick Hire, to the Myrmidon; Francis Hallowes, to the Ville de Paris; M. Hewson, to the Prometheus; Thomas Hawkes, to the impress service at Belfast; C. Hopkins, to the Eurotas; Philip Justice, to the Caledonia; Robert B. Johnstone, to the Nymphen; Charles Keith, to the Snipe; William Keats, to the Salisbury; Samuel H. Laston, to the Bombay; Francis James Lewis, to the Northumberland; Henry Padon Lew, to the Surprize; J. R. Lumley, to the Pomone; John Luckraft, to the impress service at Deal; G. A. Lewin, to be flag-lieutenant to Sir Benjamin Hallowell; Edward Medley, to the Alban; Radford G. Meech, to the Weser; John M'Candlish, to the Iris; T. Moffatt, to the Albion; Samuel Mottley, to the Albion; J. J. Morris, to the Puissant; J. C. Morris, to the impress service at Waterford; H. M'Whinnie, to the Malacca; John Moore (3), to the Seahorse; J. Montague, to the Thistle; C. H. Marshall, to the Despatch; S. W. May, to the Meteor; N. Norton, to the Tigre; James Pearl, to the York; William Edward Parry, to the Northumberland; J. Parker, to the Spencer; Thomas Pierce, to the impress service at Cork; J. T. Pasley, to be flag-lieutenant to Sir Pultney Malcolm; Charles Robinson, to the Desirée; William Roberts, to the Northumberland; Henry Rice, to the Phœbe; M. Rae, to the Asia; George Shepmell, to the Zenobia; Horatio S. Smith, to the Wye; William Savage, to the Amphion; J. Sudbury, to the Antelope; Peter Salmond, to the Rhin; J. B. Scantlebury, to the Bucephalus; Thomas Skead, to the impress service at Deal; J. Wynter Smith, to the impress service at Limerick; John Taylor (1), to the Falmouth; Charles Tindall, to the Ville de Paris; John Turner (2), to the impress service at Swansea; W. A. Usher, to the Diadem; James Ugald, to the impress service at Shields; Robert Weaver, to the Caledonia, T. Vernon Watkins, to the Cossack; Nicholas Webb, to the Hebrus; John Allen Wright, to the Stag; J. Wright, to be flag-lieutenant to Sir Pultney Malcolm; W. Wade West, to the impress service at Hull; John M. Williams, to be a lieutenant; S. R. Walsh, to the Falcon; W. Wilkinson, to the Venerable; Alexander Yeoman, to the Myrtle; A. Copeland, E. Gordon, H. Bagot, Thomas Montgomery, Stephen Fuller, P. Westphal, J. B. Gardner, R. Patton, R. Pasley, and R. Foster, are promoted to the rank of commanders.

Surgeons appointed.

Wm. Smith (2), to the Conflict; Henry Ryan, to the Hardy; Allan Cornfoot, to the Tigre; J. S. Ramsay, to the Thisbe; Elias Ryal, to the Whiting; Matthew Anderson, to the Prometheus, John Saunders, to the Rota; Walter Steel, to the Albion; John Neill, to the Queen Charlotte; James Stewart (2), to the Constant; J. S. Ramsay, to the Iris, (Thisbe being paid off); T. B. Freely, to the Opossum; Andrew Smith, to the Ethalion; G. A. Acheson, to the Wanderer; John Drummond, to the Swaggerer; Thomas Sanderson, to the Brazen; George Clayton, to the Terror; John Bell, to the Wye; Nicholas Churchill, to the Sheldrake; John Cochrane, to the Ganymede.

Assistant-Surgeons appointed.

David Nimmo, to the Queen Charlotte; William Alexander, to the Vengeur; Joseph Breadon, to the Northumberland; James Lowe, to the Trent, hospital ship; James M'Conkey, to the Euryalus; Neil Robinson, to the Furieuse; John Armstrong, to the Sir Francis Drake; James Brison, to the Erne; P. H. M'Lean, to the Rota; John Bell, to the Caledonia; S. H. Wolley, to the Iris; W. Todd, to the Queen Charlotte; James Magavenny, to the Albion; James Veitch, to be hospital mate at Haslar; Andrew Henderson, to the Queen Charlotte; Henry Osborne, to the Falmouth; John Walker, to the Royal Sovereign; P M'Donough, to the St. Josef; C. D. Keane, to the Camel; John Hall, to the Hebrus; J. W. Langstaff, to be hospital-mate at Deal; John Taylor, to the Brune; James Veitch (2), to the Tonnant; Thomas Davis, to the Albion; D B. Conway, to the Endymion; James Strachan, to the Sylvia; Charles Mortimer, to the Brevdrageren; James Forrester, to the Tigre; B. Dickson, to the Spencer; Peter Boyd, to the Cherub; Samuel Wallace, to the Diomede; Joseph Landerville, to the Dover; Robert Scott, to the Ganymede; Samuel Steele, to the Royal Sovereign; Charles Inches, to the Antelope.

Masters appointed.

John M'Dougall, to the Alceste; James Langley, to the Griffon; Wm. Cobb, to the Ethalion; J. Holyoak, to the Icarus; R. Cubison, to the Falmouth; J. H. Sparke, to the Dragon; B. Dennison, to the Caledonia; R. Medland, to the Bucephalus; H. Fraser, to the Thames; P. Black, to the Cherokee; A. Lewis, to the Wye; J. Burness, to the Redwing; K. M'Kenzie, to the Antelope; John Noble, to the Albion; W. Porter, to the Severn; Thomas Tilley, to the Hebrus; P. Martin, to the Iphigenia; G. Dawson, to the Malacca; J. Browning, to the Goldfinch; A. Campbell, to the Redpole; W. White (3), to the Sparrowhawk.

List of Midshipmen passed for Lieutenants.

*Sheerness.*—S. T. Ogilvie, G. Gibbs, G. S. Pinch, G. R. T. Disney, G. C. Yeo.

*Portsmouth.*—R. Brunton, J. H. Jefferies, T. H. Nicholson, C. H. Lapidge, T. M'Namara, C. White, H. Donovan, R. Brown, W. Chivers, H. Robinson, John Hudson, H. Dawson.

*Plymouth.*—V. Lloyd, G. E. Whitaker, G. L. Campbell, E. Atchinson, W. Lash, H. D. Twysden, J. Whitfield, E. G. Elliot, John Purcell.

Pursers appointed.

—— Munro, to be purser of the Euryalus; J. W. Ryan, to be purser of the Cherub.

Secretaries appointed.

J. A. Lethbridge, Esq. to be secretary to Sir Home Popham; R. Halliday, to be secretary to Vice-admiral Sir Richard Strachan.

## BIRTHS.

On the 12th June, at Bath, the Lady of Captain Gordon Caulfield, R.N. of H.M.S. Centaur, of a daughter.

On the 14th June, at Fair Oak Lodge, the Hon. Mrs. Charles Paget, of a daughter.

On the 23d June, at Sir Robert Barlow's, Chatham Dock-yard, the Lady of Admiral Lord Viscount Torrington, of a daughter.

At Epping, the Lady of Captain Spence, R.N. of a son.

## MARRIAGES.

On 29th April, Vice-admiral John Wells, to Miss Jane Dealty, of Rottingdean, Sussex.

On the 13th May, Captain Symes, R.N. to Miss Sarah Phelps, of Crewkerne, Somersetshire.

On the 2d June, Vice-admiral Sir George Martin, K.C.B. to Miss Lock, daughter of the late —— Lock, Esq. of Norbury Park.

On the 7th June, Captain N. Bowden, R.N. to Miss Hawker, daughter of the Rev. Dr. Hawker, of Plymouth.

Lately, Captain Edward King, of the royal navy, to the only daughter of the late John Bennett, Esq. of Bengal.

Lately, Lieut. Bateman, R.N. to Miss Perkins, of St. George's Square, Portsea.

Lately, Captain Linthorne, R. N. to Miss Ann Buckler, of Corsley, Wilts.

Lately, Lieutenant Rowe, R. N. to Mrs. Carpenter, widow of Mr. Carpenter, late navy contractor at Plymouth.

Lately, Lieutenant S. Langley, R.N. to Miss S. Culley, of Brixham.

Lately, S. Strickney, Esq. of Charlestown, South Carolina, to Susan, 5th daughter of Admiral Sir John Knight.

Lately, at Tiverton, Rev. John Pittman, rector of Broad Hempston, to Miss Rebecca Keats, niece of Vice-admiral Sir Richard G. Keats.

Lately, Mr. Little, boatswain of H. M.'s Dock-yard at Portsmouth, to Miss Anthony, of Portsea.

Lately, Lieutenant Pickernell, R N. to Miss Cannaway, of Portsmouth Dock-yard.

Lately, Lieut. William Luckraft, of H.M.S. Bombay, to Miss Camsell, only daughter of J. Camsell, Esq. of the Brewery at Wovill.

Lately, at Mary-le-bone church, Lieut. H. W. Bailey, of the royal navy, to Miss Maria Thompson, second daughter of Mr. John Thompson, of Dublin.

## DEATHS.

On the 24th December, at Madras, after three days' illness, Sir Samuel Hood, Bart. G.C.B. vice-admiral of the red, and commander-in-chief. In

Sir Samuel the British nation has lost one of its most experienced and gallant defenders; the long-tried friend and companion of the immortal Nelson, and a participator in most of his glorious actions; and the tar has lost in Sir Samuel a kind and beloved commander.

On 22d February, off Madeira, Mr. Mellegan, surgeon of H. M. S. Tigre.

Feb. 23 at New York, after a few days illness, Robert Fulton, Esq. the celebrated inventor of the Torpedoes, Bateau-Poisson, Steam Vessels of War,* &c.

On 27th April, at Taunton, after a lingering illness, Mrs. Durell, the wife of Thomas Phillip Durell, Esq. post captain R.N. of Fairlock, Devon.

On 29th April, at Fyal, Lieutenant Vignoles, of H.M.S. Bombay.

On the 9th May, at Southampton, Lieut. John Cheddle, royal marines, of that town.

On the 8th June, Lieutenant John Wilkins, R.N.

At Emsworth, on 16th June, Mrs. Patton, mother of Lieutenant and Adjutant James H. Patton, royal marines, Portsmouth.

Lately, of the typhus fever, aged 21 years, Mrs. Maurice, wife of Captain Maurice, R.N.

Lately, after a long and lingering illness, Captain Benge, R.N.

Lately, in the South Seas, in a gallant attempt to lead the boarders of H.M. sloop Penguin, in an attack on the American ship of war Hornet, fell Captain James Dickinson, of that sloop, beloved and lamented by all who had the pleasure to know him; from the short but brilliant career which he had run (for particulars see gazette letters from Captains Sir William Hoste and Whitby, previous to and in the action off Lissa), he promised to be one of the most distinguished amongst our naval heroes.

Lately, on the coast of Demerary, Lieutenant Helpman, of H. M. S. Fairy.

Lately, on the coast of America, Captain Francis Kempt, agent for transports on the North American station.

Lately, at the Hot Wells, aged 21, T. L. Husband, of the royal navy, youngest son of the late Rev. John Husband, of Lullington, Derbyshire.

Lately, at Laytonstone, Captain George Burton, aged 89, one of the elder brethren of the Trinity-house, and the oldest member of that Corporation.

Lately, at Stamford, Edward Edwards, Esq. admiral of the white, aged 73.

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[*Errata.*—In our last memoir, of Thomas Mackenzie, Esq. owing to an omission in the documents from which the memoir was drawn, it was not stated, that at the time of that gentleman's death, he was admiral of the red, having been previously advanced to the ranks of Rear-admiral of the Blue, the 4th July, 1794; Vice-admiral, the 14th February, 1799; Vice-admiral of the Red, Jan. 1, 1801; Admiral of the Blue, 23d April, 1804; Admiral of the White, Nov. 9, 1805: Admiral Mackenzie was made lieutenant in the Tryal sloop, by his father, in the year 1771, at that time Commodore on the Jamaica station.—Page 355, line 9, *for*, "and which is," *read*, "and a state of war with which is."]

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* For particulars of Mr. Fulton and his iventions, *vide* N. C. Vol. XX. page 452; and XXVI. page 234.

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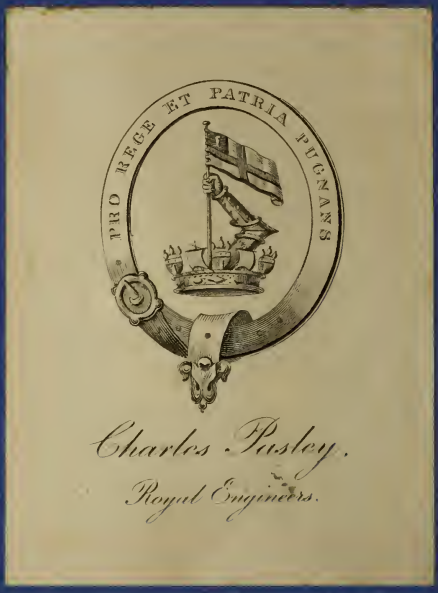


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